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at Nicholson, Pa., 1951

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18

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Three for the hill.

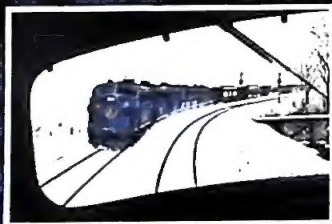
Three for the Hill
The locomotive is pulling a train of three reindeer, Santa Claus, and a sleigh full of gifts. The train is moving through a snowy landscape with a church in the background.



Another holiday season is rolling in...
Hope yours is the most joyful that's ever been!



Chief Rolls West.



B&O's Metropolitan.



Morning Ritual.



Destination Des Moines.



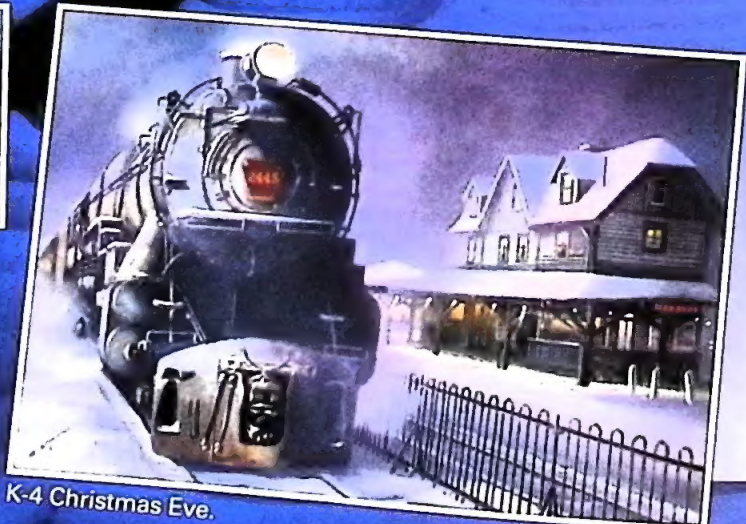
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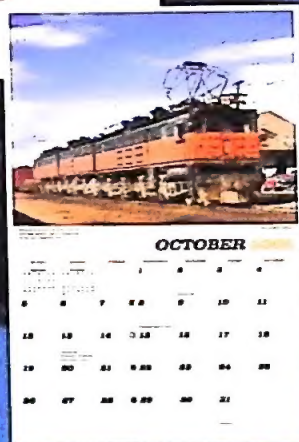
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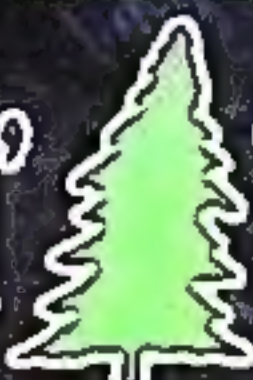
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Christmas Memories.



Three for the hill.

Three for the hill.
The winter of 1948-49 was a hard one for the country. The weather was so cold that the trains had to stop for days at a time. The people who were left in the country were so cold that they had to build fires in the stoves. The trains were so slow that it took weeks to get from one place to another. The people who were left in the country were so cold that they had to build fires in the stoves. The trains were so slow that it took weeks to get from one place to another.

Another holiday season is rolling in.
Keep your eye on the mountain that's where home!



The Chief Rolls West.



B&O's Metropolitan.



Morning Ritual.



Destination Des Moines.



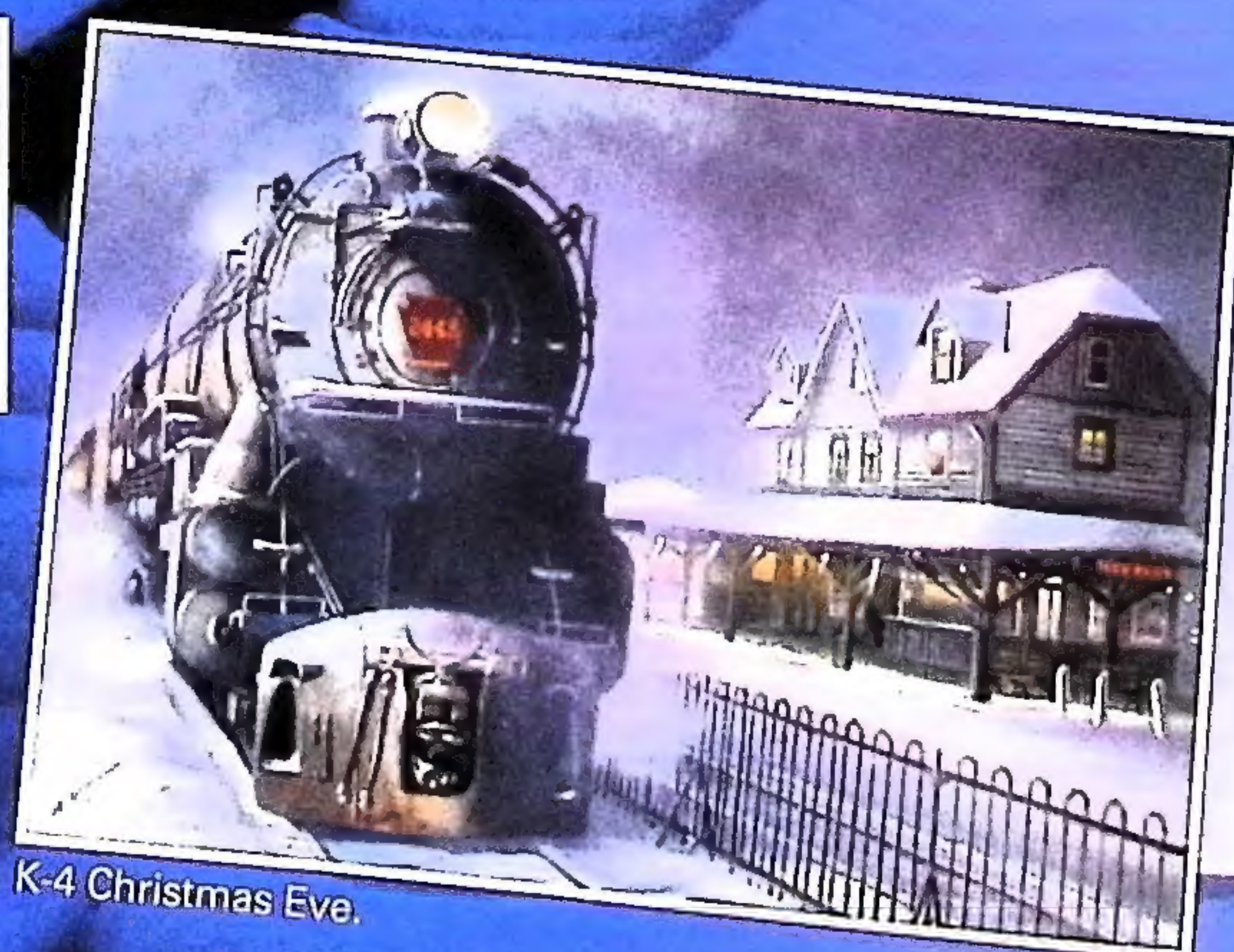
Magic City Pioneers.



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Yampa Valley Mail.



K-4 Christmas Eve.

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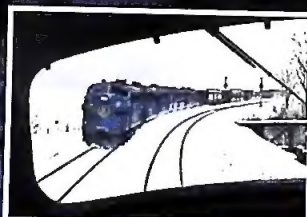


Three for the hill.

Three for the hill.
The locomotive is pulling a train through a snowy landscape, with a small house in the background.



The Chief Rolls West.



B&O's Metropolitan.



Morning Ritual.



Destination Des Moines.



Magic City Pioneers.



Big G Christmas.



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K-4 Christmas Eve.

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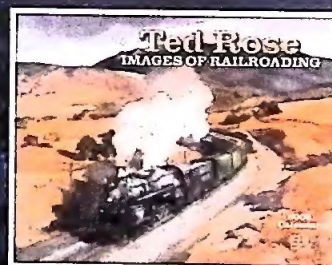
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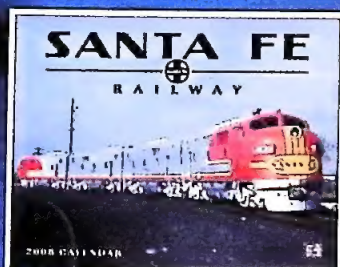
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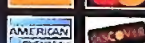
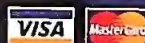
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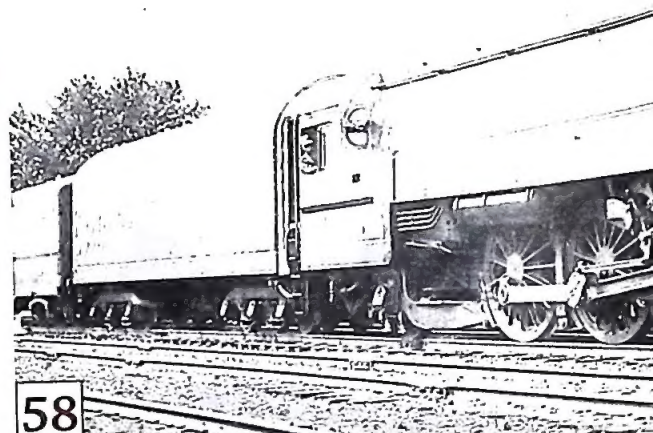
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After the *Phoebe Snow* of 1949, it was mostly downhill for the proud Lackawanna



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The screen version of PRR's *Broadway* starred a K4 Pacific

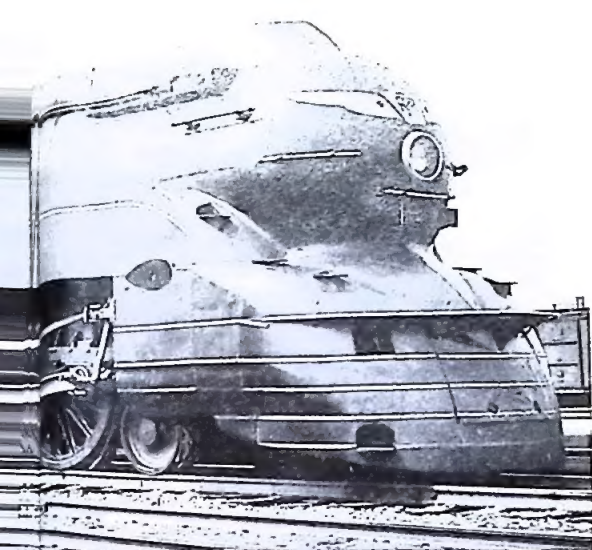


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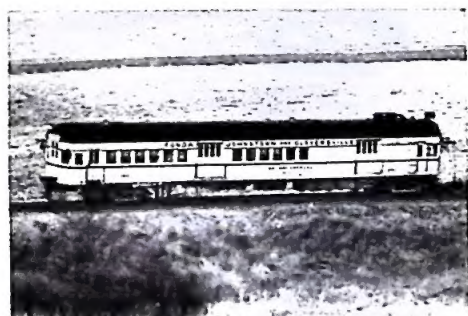
Jim Scribbins' photography centered on passenger trains



On the cover: Lackawanna F3's roll an eastbound freight off the famous Tunkhannock Viaduct at Nicholson, Pa., on May 31, 1951, just under a decade before the road vanished via merger with rival Erie Railroad (see page 20). *William P. Price photo.*



Santa Fe men helped host a very special guest



66

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SAL's Silver Comet: comfortable, convenient

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Century vs. Broadway: The camera didn't lie

Les Hammer's twin stories about the motion pictures *Twentieth Century* [pages 38-43, Fall 2007] and *Broadway Limited* [pages 58-63, this issue] tell us a lot about the making of the films and the central position of train travel seven decades ago. From Les's articles, and the movies themselves, we gather that these similar-yet-different films reflect the culture of their namesake limiteds and the railroads that sponsored them.

Twentieth Century crackles with style and wit, thanks to a lively script and big-name stars. Critics praised it, and today it rates four stars in film guides. New York Central provided blueprints and other items for the set designers, but, with no "establishing shots" of the train, the action could be taking place in a hotel that somehow moves from Chicago to New York.

Broadway Limited, despite (or perhaps because of) a nearly identical plot, was critically and commercially a shadow of the earlier film. Also unlike *Twentieth Century*, railroading pervades the production. Exterior train shots abound. The main character is a Pennsylvania Railroad locomotive engineer. A plot point turns on the relative power of two locomotives. Car inspectors swarm to the train at a station. Engine crewmen call out signals across the cab. At an unexpected stop, the *Broadway's* K4 whistles — o o o, instructing a trainman to protect the rear end.

NYC knew how to railroad, all right, but it truly excelled in style and panache (think Grand Central, Park Avenue, and the incomparable, all-new 1938 *Century*, which ran in multiple sections when the *Broadway* was nearly empty). PRR, by contrast, prided itself on its engineering prowess, in being a great, self-sufficient *railroad*, more concerned with the efficient movement of trains than with the life aboard them (think Horseshoe Curve, electrification, and the heavyweights rebuilt at Altoona for the '38 *Broadway*).

Hollywood may be in the business of creating illusions, but in *Twentieth Century* and *Broadway Limited* it seems to have portrayed a degree of railroad reality.

Robert S. McGonigal

Twentieth Century:
Glitterati on the
observation car.



Broadway Limited:
Dedicated railroad-
ers in an engine cab.



Top: Academy of Motion
Picture Arts & Sciences;
above: Eddie Brandt's Sat-
urday Matinee

ClassicTrains

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John R. Canfield ["Last 11 Years of the Lackawanna," pages 20-29] is a northern New Jersey native who earned a bachelor's degree in transportation in 1954. After the Erie Lackawanna merger, he kept rising through the ranks to become Superintendent, Susquehanna Division, in 1966. Subsequently, he worked for Amtrak, Guilford, and several transit authorities and state transportation departments. He has worked with Morning Sun Books on several Lackawanna titles and in 2007 self-published a black-and-white book, *The Legendary Lackawanna*. This is his second CLASSIC TRAINS feature, following one in Winter 2002 on DL&W's Q-4 Pocono 4-8-4's. Now retired, John lives with his wife, Vivian, in Gorham, Maine.

Jeff Darter ["Remembering Seaboard's Other Streamliner," pages 70-77] grew up in Bethesda, Md., and in 1962 graduated from Emory University, where he met his wife, Nancy. He attended law school at Mercer University in Macon, Ga., before beginning a career in the U.S. Air Force. On retiring from the Air Force, he returned to Georgia and worked for the Georgia Insurance Commissioner. Jeff and Nancy live in Tucker, Ga., and while Jeff now is fully retired, he keeps busy volunteering at the Southeastern Railway Museum in Duluth, Ga. This is his first CLASSIC TRAINS byline.

Tom Gildersleeve ["Cab-forward Curtain Call," pages 50-57] grew up in Santa Ana, Calif. He began taking railroad photos in 1948, at age 11. After leaving Stanford University with a civil engineering degree, entered the Air Force, then had a career in highway engineering with the California Department of Transportation. Between 1976 and 1990 Tom sold sets of duplicate 35mm slides. He's had photos in more than 30 books, and co-authored (with Nils Huxtable) one, *Narrow Gauge Then and Now*. Tom and his wife, Betty, live in Santa Clarita, Calif., and have three grown daughters. This is his first story in CLASSIC TRAINS.

Les Hammer ["Broadway Limited: 'Pennsy's Turn in Tinseltown,'" pages 58-63] is a former broadcaster and reporter who lives in Pasadena, Calif. This is his fourth byline with us; last issue,

he wrote about the film *Twentieth Century*. For this article, he thanks the American Film Institute, Rudy Behlmer, Chuck Blardone, Robert Boyle, Carl Byron, Ned Comstock, Eddie Brandt's Saturday Matinee, Sylvia Lewis, John Stilgoe, and Faye Thompson.

Kevin J. Holland ["CN's Newfoundland Railway Was Unique," pages 16-19] is a freelance writer and publications designer living near Toronto. He has authored 15 published books, with 4 pending. This is his fifth article in a CLASSIC TRAINS publication.

J. David Ingles ["One Day at . . . Sapulpa, Okla.," pages 46-49], CLASSIC TRAINS senior editor, credits his December 1960 rides on Frisco's *Meteor* with launching his collection of dozens of headrest covers—when he and his dad found, on the *Meteor*'s lounge chairs in the diner-lounge, one TEXAS SPECIAL antimacassar among all the FRISCO ones. The *Special* had just come off, and the diner crew had no objection to the cover's liberation.

Kevin P. Keefe ["The Passenger Trains of Jim Scribbins," pages 36-45] is Publisher of CLASSIC TRAINS.

Jim Shaughnessy ["Mohawk Valley Doodlebug," pages 66-69] is one of the most talented and prolific photographers of the 1950's. "The Shaughnessy Files" appears in each issue of CLASSIC TRAINS.

Fletcher Swan ["A Day of Excitement and Mystery," pages 32-35], is a lifelong railfan partial to the Santa Fe, having lived much of his 84-plus years in South Pasadena, Calif., close to the L.A. Division's Second District. His photos have appeared in many publications including TRAINS back to the 1940's. After his stint as crew-caller at Redondo and three years in the military during World War II, he returned to the Santa Fe until 1950, when he joined a family-owned business. Now retired, he lives in Las Vegas, Nev. This is his first CT byline.

Karl Zimmermann ["Hoboken Terminal Looks Better and Better," pages 30-31] is a veteran contributor to rail magazines and the author of numerous rail books. This is his eighth story with us. **I**

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Backstage with the supporting cast

Chicago, the nation's railroad capital, is best known from the postwar era for its 20 Class 1 passenger railroads and three electric interurbans that called at eight downtown end-point terminals, as well as those carriers' dozens of freight yards. Somewhat less remembered are the 10 or more terminal, belt, and industrial common-carrier freight lines in Chicagoland. On April 25, 1967, in a far southeastern corner of the Windy City, diesels of two of the latter meet: Belt Railway of Chicago GP7 470, with Illinois Central hopper cars, and SW9 24 of the Chicago Short Line, a steel-company pike which adopted the color scheme that came on two secondhand Missabe Road switchers. Today both lines are still in business, using basically the same colors on newer EMD's, although the 23-mile CSL in 2003 came under new steel-firm ownership and was renamed South Chicago & Indiana Harbor. Both lines remain good, supporting cast members for the railroad capital's 10 Class 1 and large regional trunk lines.

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CLASSIC TRAINS WINTER 2007

Fast Mail

GN's beautiful Builder

Thanks to you and photographer
Joseph Hunter for "Builder in Big Sky
Blue," on pages 8-9 ["True Color"] in
the Fall 2007 issue. As a Great Northern
fan, I will go out and get a frame and
hang this beautiful picture on my wall!

Bruce Moore, Tehachapi, Calif.

Ripley and the Santa Fe

Allow me to add a couple of notes to
Larry Brasher's excellent article on San-
ta Fe's Charles T. Ripley [pages 20-29,
2-8-4's, and the first 4-8-4 (called a mod-
ified or heavy Mountain 4-8-2) to be
simply extensions of existing designs.
Santa Fe's 1927 Annual Report shows
the new locomotives as 15 Mikados, 1
Mountain type, and 10 Pacificos.

Robert C. Ray, Anaheim, Calif.

When I was young, David P. Morgan,
in a TRAINS article, after describing a
steam locomotive as a "big, raw-boned
girl," credited her with having "sired"
some steam-powered descendants.
Soon thereafter, a reader whose name I
do not recall gently questioned the Edi-
tor's grasp of sexual details. Why do I
bring this up? In Larry Brasher's excel-
lent piece on Charles Ripley's Santa Fe
career, history repeats itself on page 24:
"Madame Queen," i.e., 2-10-4 No. 5000,
is credited with siring quite a litter of
descendants. This, however, does not
detract from another excellent issue!

David Diehl, Allentown, Pa.

I enjoyed thoroughly the excellent ar-



J. David Ingles

Bennett Levin's reconstituted PRR E8 5809 (in 2001, above) looks a lot better now than in 1966!

ticle on Charles Ripley, truly one of the
great unsung railroad heroes. In the
photo of Santa Fe 4-6-2 1276 at the top
of page 22, am I correct in assuming
the engine has a shroud surrounding
the pilot and a box mounted above the
air tank for protection of the testing
equipment used in conjunction with the
dynamometer car?

Bill Reynolds, Mountain Home, Ark.

¶ Editor's note: Yes—the housing on the
front also protected the test employees
during operations as they took measure-
ments and made observations.—R.S.M.

Meet me in St. Louis

Your Fall issue, is, as usual, full of
great articles and photos. I really en-
joyed Mike Schafer's "One Day at . . . St.
Louis Union Station" [pages 50-59], for
I spent an afternoon there in 1952 and
took several shots from one of the same
engine or two then. His article brought
back pleasant memories.

Bob Milner, Arkansas City, Kans.

The lead unit on Pennsylvania's in-
bound *Spirit of St. Louis*, pictured on
page 57, is E8 4309. Although still in
PRR paint, it has been renumbered
above the New York Central E's in prepa-
ration for the 1968 Penn Central merg-
er. It was, however, built as PRR 5809
and once again has that identity—and
if I, its owner, do say so, looks much
better now than in its beat-up appear-
ance of 1966.

Bennett Levin, Philadelphia, Pa.

Riding with the

I truly enjoy
accounts of his
the Michigan A
feel like I'm right
they take me back
old, I was just
railroads through
and MODEL RAI
some issues from
don't seem old at
the Monon histori
the same, thanks
Diesel Spotter's Gu
publications in gen
Warren Dibb, Q

As a native of sou
have many fond ch
Trunk Western oper
correct the note on
Line branch fan-trip h
operate to Jackson, I
1968, when the late I
GTW Pacific 5629 ran
Jackson via Pontiac. I r
trips as a young man a
difficulty the crew had g
turned around in Jackso
Gary Knudsen, La

¶ Editor's note: Michigan



2007 Holiday Cards



VINTAGE RAILROAD ADVERTISEMENTS



Christmas Window On The Water Level Route

This inviting New York Central advertisement of the late 1940s shows a family peering out the window of one of the company's brand new Streamlined passenger cars, suggesting all the wonderful holiday scenes which could be viewed taking the "Central" home for the holidays.



Let's Blow, Let's Rain, Let's Snow

The caption headed a late 1930s ad for the Pennsylvania Railroad's streamlined trains, which offered reliable, comfortable accommodations to travelers throughout the east. A PRR K2 locomotive is heading a train on a treacherous wintry night, as passengers in sleeping cars tuck in for a comfortable, safe journey.



Oranges North, The Orange Blossom Special South

This 1940s holiday advertisement of the Seaboard Airline Railroad portrays its service to the Southland. The top of the ad shows a diesel power heading north in a winter storm towards eastern markets. On the bottom, its flagship passenger train between New York and Florida, the Orange Blossom Special, is speeding in the warm climate of Florida with Northern travelers.



Santa Fe - The Chief Way

Your tickets for a trip on one of the Santa Fe Chiefs, to Los Angeles, San Francisco, Oklahoma, Texas, Kansas City, or other named trains such as the Grand Canyon Limited, the Chicagoan or the famed El Capitan were enclosed in an envelope with this cover.

CLASSIC TICKET FOLDERS



Your Tickets For An Illinois Central Holiday Trip

The ticket envelopes of the Illinois Central Railroad were done in the orange and brown color scheme of their passenger trains and featured artists' renderings of many of them, like the Panama Limited, City of New Orleans, Green Diamond, and the Hawkeye. The IC had an excellent network of Midwestern and southern passenger service which continued through the tenure of President William B. Johnson.



Your Tickets For A Ride On The Rocket

This painting adorned ticket envelopes of the Rock Island which enclosed tickets for an enjoyable holiday trip on a Rock Island Rocket or the famed Golden State Limited, between Chicago and Los Angeles.



Hiawatha Super Dome Memories

The front side of the Milwaukee Road's passenger ticket envelopes advertised a Super Domed Hiawatha full of passengers enjoying the scenery going by at speed. The Super Domes were placed in service on the Olympian Hiawatha and Twin Cities Hiawathas in 1952. They remained on the last Twin Cities Hiawatha until Amtrak day, 1971.



Happy Holidays From The Dome Diner

This Milwaukee Road ticket envelope for passengers features an artist rendering of a memorable meal in the Dome Diner of one of the Cities trains. The steward looks on while a waiter provides that extra touch of service that made dining in the dome a memorable experience.



Santa Fe - The Chief Way

Your tickets for a trip on one of the Santa Fe Chiefs, to Los Angeles, San Francisco, Oklahoma, Texas, Kansas City, or other named trains such as the Grand Canyon Limited, the Chicagoan or the famed El Capitan were enclosed in an envelope with this cover.

GOLDEN ERA PHOTOS



New Haven Bay State Arrives New London

New Haven offered almost hourly service between Boston and New York on its mainline paralleling the Atlantic Shore. The Bay State is about halfway its run as it makes an on-time station stop at the historic station in New London at 11:59am on a wintry day in 1967. The train is headed by an EMD FL9 locomotive, especially built for the New Haven to operate as a diesel, on electric power provided by a third rail.



Monon's Thoroughbred

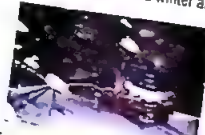
Once operating several passenger trains daily in its home state of Indiana, the last remaining service was a daily Chicago - Louisville train. Here, the Thoroughbred prepares to depart Louisville Union Station on an early winter morning. There's a little snow on the platform, but Louisville's southern location made snow for the holidays a rarity.

MODERN ERA PHOTOS



EJ&E #5, "The Steel Train"

When Gary Works, US Steel was at its zenith, and neighboring South Chicago Works was also still operating, US Steel's EJ&E ran premier service for its parent to expedite traffic to interchanges all around to expedite Belt (as the J once called itself) Number 5 was the hottest train on the railroad. Here, in the early 1970s, Number 5 is westbound at Frankfort, Illinois, on a cold winter afternoon.



A Blizzard Confronts The Builder

A Minnesota blizzard has set in as Amtrak's Westbound Empire Builder takes a short station serving Minneapolis and St. Paul. In a few minutes, the three GE units and over 12,000 horsepower will depart into the throes of the heavy blizzard. Passengers on board will stay warm and cozy en-route.

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New DVD - "Alaska via the Alaska Railroad"

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Last Streamliners through the Rockies

Winter 1970 California Zephyr shot by Everett Rohrer. Greg Scholl sound-movies of Rio Grande Zephyr in 1981 with F-Unit 5771. Rohrer film of last run of the "Royal Gorge". Mostly riding footage, shots of all major stations, and cab ride. Some modern footage of Amtrak's CZ in 1994. Music & narration only for the two 16mm color film portions, but live audio for the 1981 color films, and 1994 Amtrak video. Approx 60 min...\$29.95



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Fast Mail



Doug Leffler



Mike Tabone

Then and now on GTW's Michigan Air Line: The second of two mid-October 1968 steam excursions nears NYC's MAL Crossing behind 4-6-2 5629 (top), and the Whitmore Lake trestle still stands, sort of, in 2007.

Doug Leffler of Jackson confirms that there were two excursions on GTW's Jackson line subsequent to the June 1, 1959, Michigan Railroad Club trip pictured in "Second Section" [page 92]. Also sponsored by MRC, they ran on consecutive mid-October 1968 weekends. Doug says the first trip ran in the rain, but the second one had a sunny day. The train was turned on the New York Central main line in Jackson.—J.D.I.

As always, Dave Ingles' tale of his GTW ride was another great story. When he rode, I was just 9 years old. I recall seeing a photo of RS1 1951 in the very first *Diesel Spotter's Guide*, and noticed its hood style was different from the older RS1's that worked for my home road, the New Haven. Whatever happened to the 1951?

Scott A. Hartley, Watertown, Conn.

¶ Editor's note: GTW 1951, the last RS1 built for U.S. service, is preserved at the Illinois Railway Museum in Union, Ill.—J.D.I.

I am a South Lyon, Mich., native, born a year after GTW's Jackson branch

was abandoned, so I never got a chance to see what type of trains ran on it. Jim Hediger's shot on page 35, out the back of the caboose of the Whitmore Lake bridge, caught my eye, because it is still standing, as are the line's other bridges, incidentally. I went out to Whitmore Lake and took some "today" photos (below left) for comparison.

Mike Tabone, South Lyon, Mich.

20th Century, yay and nay

Kudos to Les Hammer for his informative and delightful article, "20th Century: Star of Stage and Screen" [pages 38-43]. It is well-written, fun to read, and just a little off the beaten track. Hammer's article is typical of what makes CLASSIC TRAINS a joy to receive. I can't wait for his take on the film *Broadway Limited* in the next issue.

Jeffrey Godshall, Royal Oak, Mich.

The article "20th Century: Star of Stage and Screen" was a disappointment. If I were interested in the history of the entertainment industry, I would subscribe to another magazine. Please try to focus more on your target market in the future.

Marvin Shrager, Columbus, Ohio

Fallen Flags as a memory-jogger

I never saw or knew much about the Lehigh & Hudson River ["Bridge Route in the Most Literal Sense," the "Fallen Flags Remembered" entry, by Robert E. Mohowski, pages 16-19], but as a clerk on the Wheeling & Lake Erie and successor Nickel Plate Road at Canton, Ohio, 50 years ago, I knew the L&HR existed.

The little L&HR was part of, or at least an adjunct to, the celebrated "Alphabet Route" for freight between Chicago and the Northeast, so called for the many initials of its participants: NKP-W&LE-P&WV-WM-RDG-CNJ, etc. (That would be, also, Pittsburgh & West Virginia, Western Maryland, Reading, and Central of New Jersey, but other lines such as the New York, New Haven & Hartford also were involved.)

We frequently had shipments of steel from our local mill, Republic Steel, to New Departure in Bristol, Conn., and as best I can recall, these cars were routed from the WM to the Reading at

Shippensburg Pa., to Jersey Central at Allentown, to L&HR at Easton, Pa., and to the New Haven at Maybrook, N.Y.

I am pleased at how often these "Fallen Flags Remembered" articles jog my memory and reveal fresh insights into things I knew only a little about.

John Beach, Massillon, Ohio

One caption got by me, and I apologize. The top photo on page 16, of the two trains with RS3's, was taken not at Andover Junction, N.J., but at Franklin, just west of Franklin Junction, where L&HR connected with DL&W's Franklin Branch and New York, Susquehanna & Western's Hanford Branch. The Lackawanna abandoned its branch in the early 1930's, and the Susquehanna left Franklin in the late '50's. L&HR engine No. 4 is on the local in the siding at "Franklin 1" as a westbound through train comes by. The "Franklin 2" passing siding was east of this point.

Bob Mohowski, Franklin Lakes, N.J.

Revelations on the M&StL brakeman

I was surprised and thrilled to read "Maiden Run as an M&StL Brakeman," by Bob Lunoe [pages 60-65]. I worked with Bob at Harper-Wyman Co. in Chicago in 1958, and he always had great stories about his Yosemite Valley Railroad days that impressed me as a young railroad enthusiast.

He was building a large-scale live-steam model of a Yosemite Valley 4-4-0 and worked his lunch hours in our test lab shop building his patterns for a non-ferrous metal foundry down the street. I was saddened to read on page 6 in "Contributors" that Bob had passed away last February. He was a great mentor and real railroad guy.

John Shanahan, Harrisburg, Ill.

¶ *Editor's note: After publication, we learned that the late Mr. Lunoe's M&StL story had run in the May 2002 issue of Railfan & Railroad magazine. We purchased the article from him in December 2000, and neither we nor R&R knew that Mr. Lunoe, who died earlier this year, had submitted it to both titles.—R.S.M.*

Extra tonnage was commonplace

I write regarding Robert Ludwig's letter [page 15, Fall] about Tony Koes-

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Coverage will include Rio Grande Southern, Salida, The Monarch Branch, Poncha and Marshall Passes, The Valley Line, Black Canyon, Crested Butte, Montrose, the line to Ridgway and Ouray, Durango to Alamosa, the Farmington and Silverton branches, extensive coverage of the Alamosa Backshop, both inside and out, as well as rolling stock sets. There will also be sets of Southern Pacific Narrow Gauge, West Side Lumber Company and Colorado and Southern Narrow Gauge. Many of these sets have been offered previously, but due to numerous requests, they will be offered this one last time. This will be the last time that I will be offering them. New customers are welcome, and those who have ordered before will have a chance to pick up items passed up previously. There will also be some sets not offered before.

The first set consists of over three hundred Rio Grande Southern slides, as well as a forty slide set of each of Southern Pacific and West Side Lumber Company. In addition to rolling stock, there are some Denver and Rio Grande Western Sets, some views dating back to 1940.

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Fast Mail

ter's article "Beasts of Lafayette" in your Summer 2007 issue [pages 44-49], and his contention that I have insulted other railroaders by misrepresenting the facts related to my experiences with Monon Railroad's Alco C628's.

The habit of adding "a few extra cars" to a train was widespread in the industry, at least until the advent of the computerized train consists. The practice was so common that we even had names for it, such as "penciling tonnage" or "bootlegging cars."

There were two main reasons why most yardmasters did it. The first was to get the cars out of their yards—the more cars they could move, the better their production reports looked. The second reason was a provision in our locomotive engineer's contract that said if a train was run out of a terminal over tonnage, and the train hung up on a hill, the engineer would get an additional day's pay for doubling the hill. No paperwork showing the extra tonnage, no problem if the train hung up on a hill.

Most of the time it was not a big issue. We knew it was going on—the terminal people were all friends of ours so we didn't complain a whole lot, and in most cases it only meant the difference of a couple of miles per hour on the hills. As long as it didn't hang us out on the side of a hill for half the night, we didn't worry much about it.

Mr. Ludwig should know that I was not a "complaining engineer," nor am I sitting at home "in a rocking chair." My performance on the Monon Railroad for 13 years eventually led to a promotion in 1973, and I spent most of the next 26 years in various management positions for Monon successors Louisville & Nashville, Family Lines, Seaboard System, and CSX.

Since my retirement in 1999, I have kept active in the industry by doing occasional consulting work, and I am currently serving on the board of the Monon Railroad Historical-Technical Society.

Ron Marquardt, Spencer, Ind. **■**

Got a comment or correction? Write us at Fast Mail, CLASSIC TRAINS, P.O. Box 1612, Waukesha, WI 53187-1612; e-mail: fastmail@classictrainsmag.com. Letters may be edited for length and clarity.

NEW! Cooperation Moves the Public

by Bruce G. Moffat ~ Shore Line Dispatch No. 1

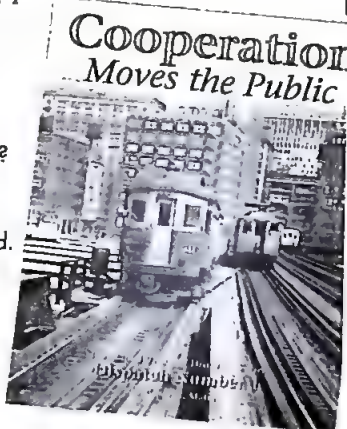
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Canadian Steam Books

by Ian Wilson

Don't pass up a single issue of this hardcover series documenting CNR operations in Ontario during the 1950s. For Christmas, why not direct one of your relatives to this advertisement and advise which of the seven titles you need to keep your collection current?

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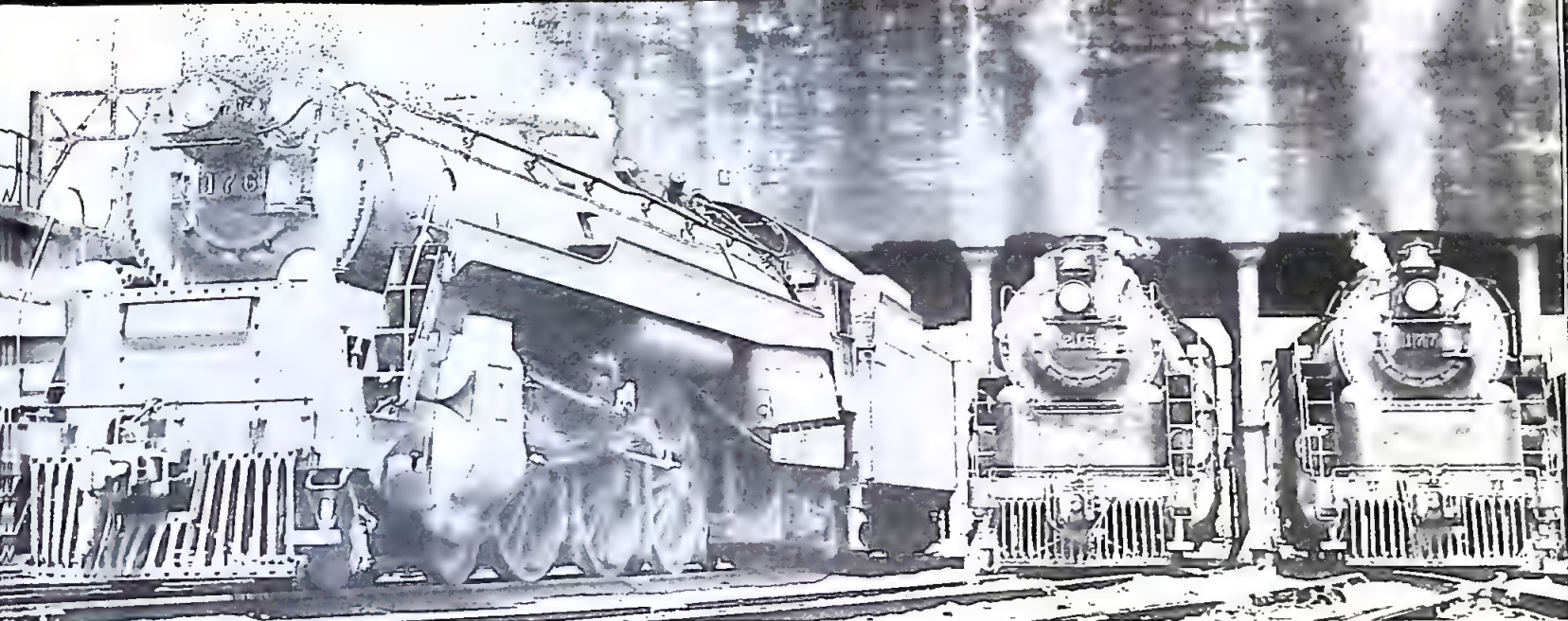
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CN's Newfoundland Railway was unique

How a narrow-gauge gem went from British Colonial to Canadian Contemporary

When Canadian National closed its rail operations on the island of Newfoundland—the former Newfoundland Railway—in October 1988, it marked the end of common-carrier narrow-gauge railroading in North America. Although other properties have survived or been resurrected as operating museums or tourist lines—think East Broad Top, White Pass & Yukon and, of course, two in Colorado—none labored as long into the 20th century doing the day-to-day work envisioned by its builders.

How did CN's far-flung system come to include an island narrow-gauge? The answer, like the line itself across Newfoundland, is long and full of curves.

Newfoundland, along with coastal mainland Labrador, became Canada's 10th province on March 31, 1949. Before that, Newfoundland was, like Canada, a Dominion of the British Empire. By the 1930's, though, Britain was hard-pressed to support its oldest colony. Canada could ill afford responsibility for its east-coast neighbor's purse strings, particularly with war on the horizon, but found motivation in the political fear that American interests might prevail—or be prevailed upon—to bail out the impoverished but strategically located colony.

Most Newfoundlanders lived by the coast, and until the late 19th century virtually all their transport needs were met by marine vessels. Nothing came of an 1840's proposal for a railway along the island's south shore, intended to speed the North American end of the emerging transatlantic steamship trade.



Canadian National

Four decades passed before the first rails were laid, ultimately forsaking the shore for an indirect route linking St. John's and Port aux Basques—350 miles apart as the gull flies—with 547 miles of meandering 42-inch-gauge track.

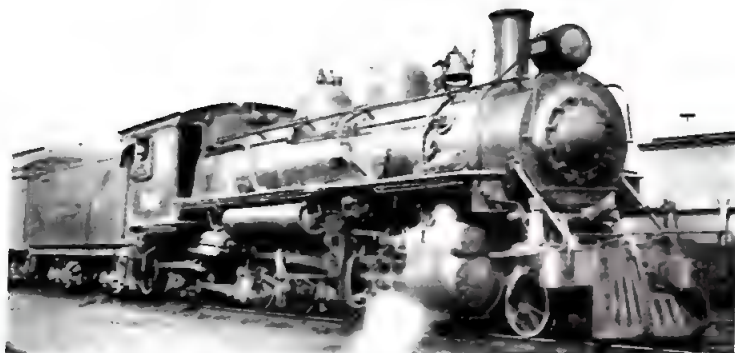
Since Newfoundland's commerce and politics were concentrated in the capital of St. John's, it was designated the eastern terminus of the railway, which was chartered in 1881. By 1882, 30 miles of track were in place west to Holyrood, the choice of gauge reflecting British Colonial tradition.

Financial problems dogged the builders, and the railway came under government control in 1884, when operations began on the Avalon Peninsula. By the time the cross-island main line was finished by contractor Robert Gillespie Reid in 1897—his 1890 arrival having

Newfoundland Railway's *Overland Limited* (a.k.a. the "Newfie Bullet") calls at Corner Brook in 1948, the year before CN took over.

brought much-improved methods and standards—a patchwork of companies had been united as Newfoundland Railway (NR), the name on the 1881 charter. Reid's efforts earned his firm, in 1893, a 10-year contract to operate and manage the line. This was expanded to 50 years in 1898; following contract amendments in 1901, the Newfoundland Railway was reconstituted as part of the Reid-Newfoundland Co., controlled after Reid's death in 1908 by his three sons.

On June 30, 1898, Port aux Basques welcomed the first official train to cross the island, inaugurating rail and connecting steamship operations to mainland Nova Scotia that would evolve for



CLASSIC TRAINS collection

Modern-but-old-looking No. 1002 was the first of seven 2-8-2's built for Newfoundland by North British Locomotive Works during 1935-41.



Canadian National

General Electric 47-tonners 5000-5002 were Newfoundland Railway's only diesels. Connected trucks gave them a B+B wheel arrangement.

By Kevin J. Holland

nine decades. Having profited from the line's completion, and despite their contractual near-monopoly in island transport, the Reids were unable to turn a profit on their railway and steamship operations. The firm's ensuing appetite for financial concessions led to mutual termination of the 50-year pact in 1923. After operating briefly as Newfoundland Government Railway, it became Newfoundland Railway again in 1926.

A flurry of branchline construction during 1909-1915 gave the railway almost 1,000 route-miles; this dropped to 700 in the '30's, most reductions occurring on the Avalon Peninsula. Branches to Carbonear, Placentia/Argentia, Bonavista, and Lewisporte remained.

Newfoundland played a pivotal role in World War II during the Battle of the Atlantic and as a staging point for transatlantic ship convoys and aircraft movements. Construction of Allied bases and the associated movement of personnel resulted in a railway traffic surge. A British and Canadian airfield grew near the main line at Gander, and the United States also exploited Newfoundland's relative proximity to Europe. The two largest American installations were a naval base at Argentia—site of the 1941 shipboard meeting between President Roosevelt and Prime Minister Churchill—and

Harmon Field, an Air Force base on the west coast at Stephenville. Rail traffic was a barometer of wartime pressures; between 1941 and 1943, NR's passenger count rose from 223,000 to 500,000; freight tonnage also doubled. So important was the line to American military interests that the U.S. government allocated \$2 million of "lend-lease" funds for locomotive and car construction.

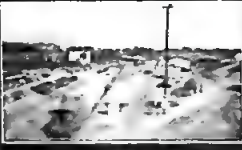
Although the war brought profits and a revitalized equipment roster, the railway was not immune from the conflict's brutality. On October 14, 1942, the Port aux Basques-North Sydney (N.S.) ferry SS *Caribou* was torpedoed and sunk by the German Navy's U-69. Of 237 passengers and crew on board, 101 survived.

Newfoundland's 1949 entry into Canada saw responsibility for much of the transport infrastructure assumed by the Canadian government, whose Canadian National Railways was charged with the management and operation of the railway, as well as coastal steamship services and the ferry link to Nova Scotia. The federal government agreed to subsidize the operations. Despite wartime profits and some postwar rebounds, though, the railway had been and would continue to be a chronic money-loser.

Newfoundland Railway was exclusively steam-powered for all but the final



Until 1965, the wandering Newfoundland Railway was the only land route across the island.



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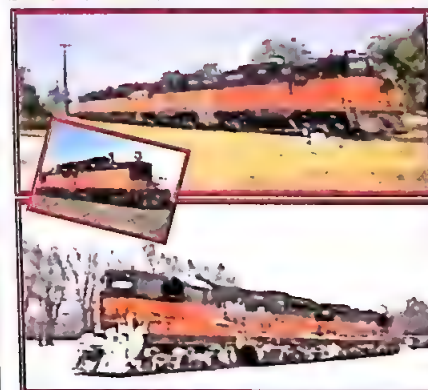
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Fallen Flags Remembered



George G. Weiss

The *Caribou* hugs the coast near Corner Brook in 1967; consist is steam-generator car, baggage car, coffee-shop diner, five coaches, first-class diner, sleeper-dorm, and three sleepers.

seven months of its pre-Confederation existence, as GE 47-ton center-cab diesels 5000–5002 arrived in August 1948. The last new NR locomotives were class R-2-d Mikados 324–329, built by Montreal and delivered just weeks before Confederation. They became the youngest steam locomotives, by five years, on the entire CNR. In all, four 4-6-0's, a 2-8-0, 10 4-6-2's, and 30 2-8-2's were conveyed to CNR, although they weren't renumbered into the fleet until 1950.

Canadian National added to its inherited 42-inch-gauge car fleet through the 1950's and spent heavily on track and other improvements. Little could be done, though, to reduce the line's grades (up to 2.5 percent) and heavy curvature (10 degrees); standard-gauging was not seriously considered. Dieselization occurred in 1957, when the last 2-8-2's were retired in favor of an eventual 47 custom-designed General Motors NF110 (Nos. 900–908) and NF210 (909–946)

end-cab, "baby Geep" hood units, and six G8's (800–805) for branchline use. The center-cabs became CNR 775–777.

Well into the 1960's, the railway provided the only land link spanning Newfoundland. When the first road across the island opened as part of the Trans-Canada Highway in late 1965, it triggered an ultimately irreversible shift of traffic off the railway. In the highway's first 15 years, the percentage of island freight handled by train dropped by more than half. More than 24 hours—double the road time—was required for the St. John's–Port aux Basques rail trip, and that was if the trains ran on time, a spotty prospect especially in winter.

Passengers benefitted from CNR's continued investment in rolling stock, although the non-air-conditioned fleet couldn't provide mainland comfort levels. The principal pre-Confederation passenger train was the overnight *Overland Limited*. CNR renamed it *Caribou* in



Canadian National

New 1,200 h.p. NF210 923 is loaded on a ship at Montreal for delivery to Newfoundland.

1950, a fitting tribute to the ferry lost in 1942. To most folks, though, the train was known from the war onward as the "Newfie Bullet," a wry reference to its leisurely schedule (daily in summer, tri-weekly the rest of the year). Although CN buses replaced the "Bullet" in July 1969, mixed trains kept serving isolated mainline points and the Carbonear, Bonavista, and Argentia branches.

From the time of NR's completion, moving freight to the island entailed unloading mainland cars at North Sydney, N.S., "break-bulk" forwarding 100 miles by ship across the Cabot Strait, and reloading into narrow-gauge cars at Port aux Basques. In 1967, CN introduced a carferry operation which, with new standard- and dual-gauge trackage at Port aux Basques, permitted more efficient transfer. Thereafter, a standard-gauge CN switcher was assigned to Port aux Basques. By 1969, this had evolved to the temporary retracking of CN mainland cars (and the occasional off-line car) meeting island clearance restrictions, which were jacked up and fitted with 42-inch-gauge trucks; cars were reunited with their original trucks back in Port aux Basques. Some CN freight cars from the mainland were permanently retracked for captive service.

In late 1979, underscoring a new emphasis on intermodal traffic, Canadian National recast its Newfoundland operation as Terra Transport (TT). Derived from the province's Latin name, Terra Nova, the new brand included a twin-arrow logo (recycled from earlier VIA-CN use) and bright green paint on contain-



Alex Mayes

Caboose and coach of 97-car mixed train No. 203 at Grand Falls on October 3, 1986, carry markings for CN's Terra Transport, the final incarnation of the railway across Newfoundland.

ers and road vehicles. Diesels and rolling stock blended their post-1961 CN colors with the TT logo, but the new image couldn't mask the findings of a 348-page, 1979 federal inquiry document forecasting the railway's extinction. A Newfoundland Transportation Initiative in 1988, backed by almost \$1 billion in government money over 15 years, sacrificed the railway in favor of intermodal traffic using enhanced port and highway facilities.

By that September, Terra Transport had all but quit its rail operations, ready to follow its two 42-inch-gauge shortline connections—the Buchans Railway and Grand Falls Central—into oblivion. Most of the railway's traffic was already in containers, and in mid-summer these were diverted to trucks or carried by ship directly from the mainland to St. John's, Corner Brook, and smaller ports. The final TT revenue train arrived Bishops Falls from Corner Brook on Saturday, October 1, 1988, and removal of the main line commenced on October 12.

Although more than 70 pieces of narrow-gauge stock (a 4-6-2, diesels, cabooses, coaches) are preserved in 20 locations, most operable items on hand at closure migrated to Latin America. The Trinity Loop, an engineering feat on the Bonavista branch, also was preserved. During the 1950's, CNR made no secret that only it "Served All Ten Provinces." But no more. Railroading, and a way of life, had ended on the island of Newfoundland. ■

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(Comparative figures are for 1949 and 1988)

Route-miles: 710, 697

Locomotives: 49, 54

Passenger cars: 98, 39

Freight cars: 1,000, 2,271

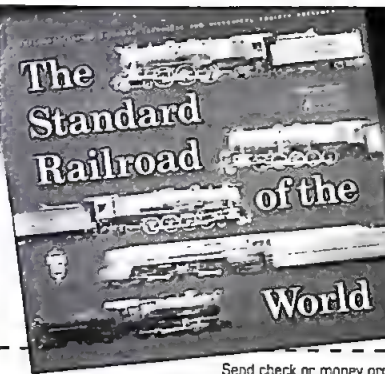
Headquarters city: St. John's, Nfld.

Notable passenger trains: *Overland Limited* (pre-1950), *Cariboo* (post-1950, popularly "Newfie Bullet")

Special interest group: CN Lines SIG, 101 Elm Park Rd., Winnipeg, MB, Canada R2M 0W3; www.cnlines.com

Recommended reading: *Next Stop* series by Mont-Lingard, 24 Hick's Place, Grand Falls-Windsor, NF, Canada A2A 2K9

Sources: Author's collection



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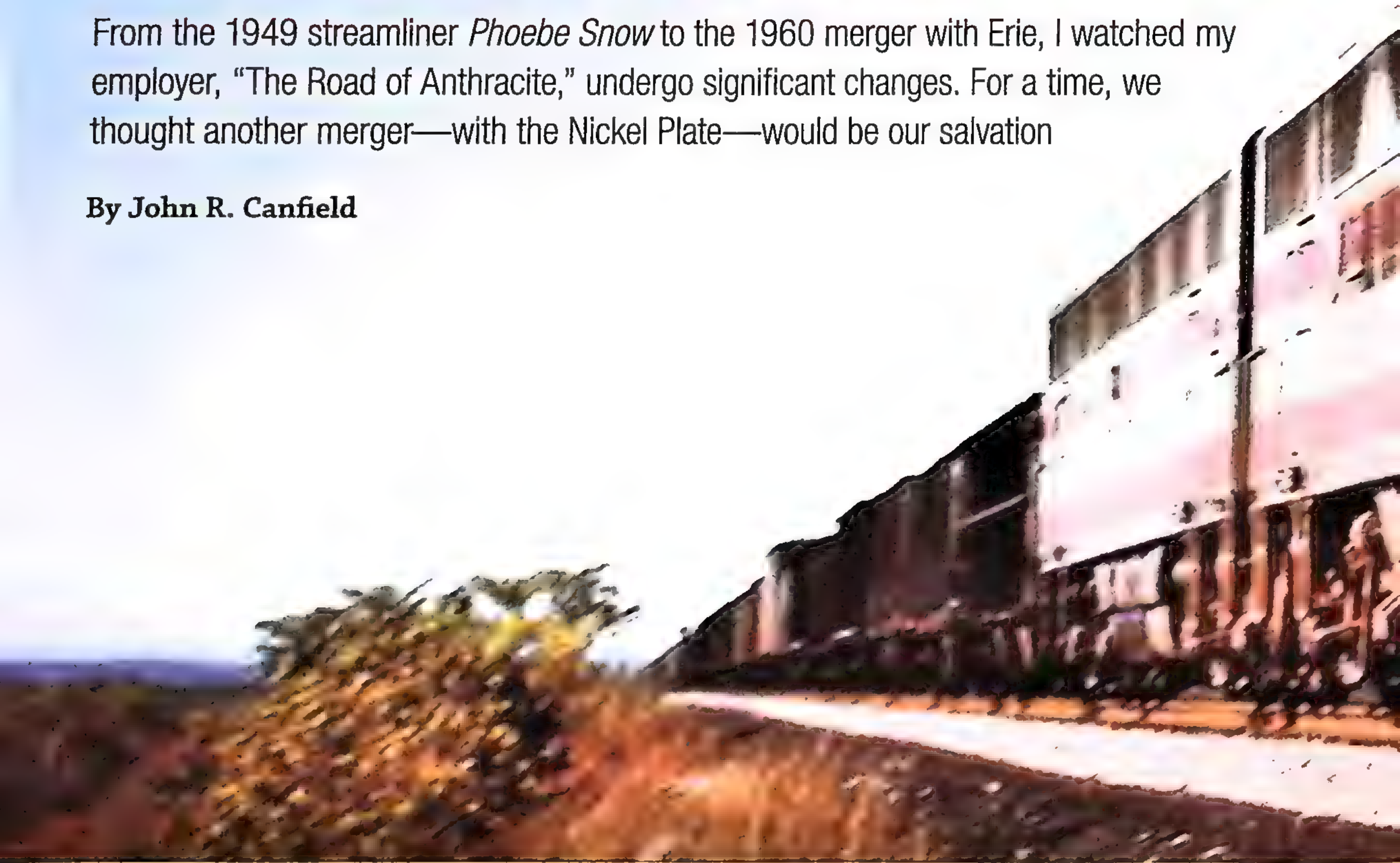
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The last **11** years of the **Lackawanna**

From the 1949 streamliner *Phoebe Snow* to the 1960 merger with Erie, I watched my employer, "The Road of Anthracite," undergo significant changes. For a time, we thought another merger—with the Nickel Plate—would be our salvation

By John R. Canfield



The year 1949 proved to be a paradox for the Delaware, Lackawanna & Western, the 925-mile railroad linking the New York City area with Buffalo and other upstate New York points. This long-time blue-chip property among eastern anthracite carriers in 1948 had posted its highest net income per share since 1930, at \$3.70—only to have gross revenues for 1949 drop 12 percent, producing a net of only \$1.32 per share.

This disappointment, an early warning of vulnerability, was due in part to a

mild recession and prolonged labor stoppages in the coal and steel industries. However, of primary concern to DL&W President William White was "the diversion of traffic to subsidized forms of competition" (highways) and the establishment of the 40-hour workweek for non-operating railroad employees on September 1. The annualized cost of this change was estimated to be \$2.5 million.

On the plus side, Lackawanna was handling two-thirds of its gross ton-miles with diesel power. Further, this

figure was destined to climb to near 85 percent by year's end, thanks to the delivery of six 3,000 h.p. EMD F7 duos and one 4,500 h.p. F7 trio for road freight work, as well as 10 Alco switchers. (As was common in the era, DL&W viewed multiple-unit carbody road diesels as single locomotives.)

The Lackawanna's primary event, however, occurred November 15, 1949, when it inaugurated the *Phoebe Snow* streamliner on a daylight schedule between DL&W's Hoboken (N.J.) Terminal and Buffalo. This maroon, gray, and



John R. Canfield

gold beauty, named for the fictional advertising heroine of an earlier era on "The Road of Anthracite," was upon its debut the finest new passenger train to appear on any Class 1 trunk line of comparable size.

That year also marked a tentative start to my railroad career when I hired out as a summer laborer in the Lackawanna section gang based at Paterson, N.J., on the low-grade freight route known as the Boonton Branch. In those days, the only piece of mechanized track equipment used by our gang was

a gasoline-powered rail saw. Everything else—even drilling bolt holes through the web of 131-lb. rail—was accomplished solely with human muscle and sweat.

The leveling of track surface, or "spot tamping," was a simple but frustrating activity. We used a track jack to lift one rail at the low spot. One gang member inserted a lining bar under the end of the tie to lift the tie against the plate, while his partner pounded rock ballast under the tie using a short-handle pickaxe. On the plus side, the gang got a

Manicured ballast and fresh F3's on busy double track helped foster Lackawanna's image of prosperity. Alas, it was a mirage.

respite each time a train approached (in those days, we worked "under traffic").

There were several daily Pacific-powered passenger locals, as well as the occasional daytime through freight moving behind either "covered wagon" diesels or the big Poconos, as DL&W called its 4-8-4's. Sometimes they'd be in tandem for the westbound 48-feet-to-the-mile climb to the New Jersey watershed at Port Morris, for which a combi-



Rail Photo Service: S. K. Bolton Jr.

New E8's 810 and 811 roll Binghamton morning local 47 through the Delaware Water Gap.

nation of F3 and 4-8-4 was rated at 4,790 tons. After a couple of months of this unaccustomed toil, at the princely rate of \$1.06 per hour (\$1.59 on Saturdays), I was more than happy to return for my high school senior year!

Thanks primarily to the outbreak of hostilities in Korea, the Lackawanna's net income in 1950 rose to \$3.8 million, or \$2.28 per share. Faced with more than \$19 million of Construction Bonds due to mature soon, DL&W management embarked on a complicated refinancing effort but still was able to increase its holdings in the stock of the Nickel Plate Road, its key western connection, to 66,000 shares.

Only four locomotives (Also RS3's) were delivered in 1950, but DL&W had on order 29 more units, all road-switchers. Owing to considering multiple-unit road engines as "single locomotives" (each of which shared a common road number, with letter suffixes), DL&W's 31 F-unit "engines" actually totaled 75 units: 45 cab ("A") units and 30 booster ("B") units. Stated another way, Lackawanna owned five A-B-A, 86-mph, steam-generator-equipped passenger engines; seven A-B-A and six A-B freighters geared for 65 mph; and one A-B-A and 12 A-B "drag engines" geared for 45 or 48 mph [see roster, opposite page]. There was one exception to the A-B nature of the two-unit freighters—F7 631A and C, which was two cab units!

This practice of buying locomotives a few at a time for specific assignments—in DL&W's case, chiefly low-speed



I. W. King; Joel King collection

Two outbound suburban trains diverge in 1953 at West End Tower in Jersey City. The Pacific is curving onto the Boonton Branch as the electric M.U.'s hold to the Morris & Essex main line.

engines east of Scranton, with faster ones to the west—was common to many railroads just converting to diesels, but would have future repercussions.

Quiet 100th, change at the top

The Lackawanna celebrated its centennial on October 15, 1951, quietly, with the festivities limited to the dedication of a plaque at the Scranton passenger station commemorating the start-up of ancient predecessor Liggetts Gap Railroad. Of greater importance, from a non-historical standpoint, was the delivery that year of its 11 2,250 h.p. EMD E8's, the "Cadillac" of passenger diesels. This acquisition released the five original 4,500 h.p. F3 passenger trios, after re-gearing for a maximum of 65 mph, to fast freight service. The latter did retain their steam generators, though, and would be pressed into commuter service later in their careers.

A significant management change occurred in summer 1952. William White, Lackawanna's wartime leader and architect of its financial restructuring, accepted the presidency of the New York Central. He was succeeded by Perry M. Shoemaker, who'd been serving as vice president-operations. Shoemaker was destined, by events beyond his control, to guide the Lackawanna toward seeking ultimate salvation through merger.

The summer of 1952 also marked my return to Lackawanna's ranks, this time in the operating department. Although still a full-time university student, I

hired out as an extra towerman on the Morris & Essex Division, ultimately becoming qualified at 14 of the division's 17 staffed interlockings. The control machines varied from state-of-the-art CTC units to several "armstrong" interlocking plants where manual levers were used to move several hundred feet of pipe that ultimately positioned and locked the switch points.

Entering the towermen's ranks was hardly a shrewd career move, since the railroad was actively pursuing the consolidation of three towers to be controlled from a new location at Newark, as well as the substitution of dispatcher-controlled CTC for three towers on the Boonton Branch. It did, however, provide me a temporary if uneven income, free transportation to and from school in New York, and a unique perspective of an interesting rail operation very much in a state of flux.

On the occasion of my 21st birthday, June 5, 1953, I was called to cover a vacancy as second-trick leverman at Grove Street Tower, one mile west of Hoboken Terminal. I cleared the five westbound signals on track 3 for the passage of the last scheduled steam-powered passenger train from Hoboken. The train was the 6 o'clock "semi-express" to Dover, No. 1067, pulled by 79-inch-drivered Pacific 1121 under the command of engineer Russell "Butch" Lawrence. (The last recorded use of steam power anywhere on the system occurred in Scranton yard on July 13.)

Overall during 1953, Lackawanna



Walter Appel

After a short 1957 trial with solid gray (fourth unit) that was vetoed, DL&W standardized on the simpler passenger version of its colors (first two units), not the freight (third unit).

enjoyed its highest net income per share (\$3.94) since 1929 on gross revenue of almost \$90 million. Of concern was the continuing erosion of the onetime staple anthracite traffic, which was forcing DL&W to pursue additional interline merchandise business even as two-thirds of that year's revenue was already coming from it. This was why DL&W owned slightly over 15 percent of the Nickel Plate's stock and was attempting to elect two directors to its board.

The position of towerman wasn't entirely devoid of opportunities to critically observe management's foibles. After graduation in June 1954, I applied for a day-shift "temporary hold down" at Millburn Tower, which I won despite my puny two-plus years of seniority. I had a steady job! Millburn was on the electrified main line 17 miles west of Hoboken Terminal; its manual-lever interlocking controlled the turnouts and crossovers that reduced the triple track from Hoboken to double track west up the 3-mile grade to Summit.

Management foibles? In spring 1955, a "pre-arranged detour" (as opposed to an emergency one to bypass a derailment or such) was established between Millburn and Summit to provide for single-track operation. It was in effect daily following the morning rush hour. The purpose was to permit a work train to distribute rail—more than 1,500 39-foot "sticks" totaling 1,060 tons—for installation on both main tracks later

The ABC's of DL&W F units

Nos.	Models	Built	DB/SG	Units	EMD Order	Gearing	Remarks
601-604 A-B-C	FT A-B-A	1945	DB	12	E628	62:15	"Freight A-B-A"
605-606 A-B-C	F3 A-B-A	1946	DB	6	E763	62:15	"Freight A-B-A"
611 A-B-C	F7 A-B-A	1949	DB	3	E852	62:15	"Freight A-B-A,"
621 A-B-C	F3 A-B-A	1948	DB	3	E1002	65:12	"Drag A-B-A"
631 A, C	F7 A-B	1949	DB	2	E852	62:15	"Freight A-A"
632-636 A-B	F7 A-B	1949	DB	10	E1059	62:15	"Freight A-B"; 636B was order E852
651-654 A-B	FT A-B	1945	DB	8	E627	65:12	"Drag A-B"
655-656 A-B	F3 A-B	1947	DB	4	E711	65:12	"Drag A-B"
657-662 A-B	F3 A-B	1948	DB	12	E853	65:12	"Drag A-B"
801-802 A-B-C	F3 A-B-A	1946	SG	6	E710	62:15	"Passenger A-B-A"
803-805 A-B-C	F3 A-B-A	1947	SG	9	E789	62:15	"Passenger A-B-A"

Notes: DB = Dynamic brake equipped; SG = Steam generator equipped

Sources: EMD Product Reference Data 1957, *Extra 2200 South* 1968.—J.D.I.

that summer. Setting up the detour allowed the midday local passenger trains, operating on 30-minute headway in both directions, to run past the work extra with minimum delay.

No sooner had the rail been distributed, though, than the work train returned and proceeded to reload all 1,060 tons of it! Once this was accomplished, the rail was redistributed to the Summit cut, a depression through the heart of the community just west of Summit Tower. Rumor had it that this costly change of plans was ordered by a top company officer who lived near the cut and was the recipient of noise complaints from influential neighbors.

Needless to say, later that year the work train reappeared at Millburn and proceeded to distribute new rail for installation on the original segment. In all fairness, I was not in a position to know the cause of these managerial machinations, be they executive arrogance or the failure of the Maintenance

of Way folks to argue the wastefulness in labor, crews, and fuel of rearranging the sequence of rail replacement. The obvious conclusion to this business-school graduate, though, was that the costs of the "additions and betterments" for that year were needlessly high.

Following a financially mediocre 1954 and a promising start to '55, Mother Nature made her contribution to the Lackawanna's ultimate downfall. Late in the afternoon of August 18, Hurricane Diane struck the Pocono Mountains with a steady torrential downpour. Lazy mountain streams rose at an alarming rate, some as much as 30 feet. The Delaware River flooded its valley sufficiently to reach the eaves of the Water Gap station. Sunrise on the following day found the Lackawanna main line and two branches severed at 88 locations. A 400-foot-long, double-track bridge and two major culverts were destroyed. Six trains and 17 diesels were stranded in the 59 miles between

Phoebe and her friends

Lackawanna jumped into the postwar, lightweight streamliner waters in 1949 when it inaugurated the daytime *Phoebe Snow*, but her cars were among a fleet delivered by the three major carbuilders of the time also for service on her nighttime opposites, the Hoboken-Buffalo *Westerner* and the eastbound *New Yorker*. The former offered a 5 a.m. connection to Nickel Plate 7, also the *Westerner*, while DL&W's *New Yorker* connected off nameless NKP Chicago-Buffalo train 8 at 11 p.m.

American Car & Foundry supplied 15 coaches and 9 "10&6" (10 roomettes, 6 double bedrooms) sleepers; Pullman-Standard 10 coaches; and Budd 2 dining cars and 2 observation-tavern-lounge cars. The diners and obs cars were for *Phoebe* exclusively, but the coaches and sleepers were also for the night trains, which continued to utilize heavyweight dining cars after getting the lightweight coaches and sleepers in 1950.

The *Westerner* and *New Yorker* were discontinued by DL&W successor Erie Lackawanna in 1963. The *Phoebe Snow* name was shifted by EL to the former Erie Chicago-Hoboken *Lake Cities* service, which lasted until 1966.—J. David Ingles



John Dziobko

Phoebe's two tavern-observations, one of which rested at Hoboken Terminal on May 19, 1956, survive in business use on Metro-North.

the Delaware River and Scranton, Pa.

In an achievement reflecting credit on railroading in general, and DL&W management and the engineering department in particular, through service was restored in just 28 days. Permanent casualties included 10 miles of track No. 4 between Scranton and Elmhurst, Pa., and almost 3 miles converted from double to single track between the Delaware Water Gap and East Stroudsburg.

The total cost of repairs and restoration was held to \$7.5 million, of which \$5.4 million was charged to current operations resulting in a net loss for 1955 of \$986,000. In spite of this natural disaster, the railroad continued to move forward with reducing fixed debt to the tune of almost \$7 million during the year. This, combined with the flood expense, caused a weakening in net current assets of \$11.3 million, a substantial amount at the time.

Merger premonitions

The Lackawanna and the Nickel Plate had a long and successful history of interchanging coaches, sleepers, and large blocks of manifest freight over the Buffalo gateway. At this time, the Lackawanna owned 17.8 percent of NKP stock, which paid it dividends of over \$1 million in 1955. The original thought behind this investment was to pave the way, God and the Interstate Commerce Commission willing, toward an end-to-end merger. Nickel Plate's specialty was moving freight fast, which it did between Buffalo and Chicago, Peoria, and St. Louis—the Lackawanna, in effect, put the "New York" in NKP's official name: New York, Chicago & St. Louis.

However, in the Lackawanna's 1955 annual report, there appeared a single sentence indicating plans to distribute 13 percent of this NKP holding as a stock dividend during 1956. Reading between the lines, one must conclude that the hopes of merger, long opposed by NKP presumably owing to Lackawanna's heavy outstanding debt, were being acknowledged as unrealistic.

The same annual report mentioned several areas of potential savings through facilities coordination with parallel and long-time rival Erie Railroad, "without involving in any way the question of merger." This statement offers significant insight into the Lackawanna's thinking regarding this option as late as March 15, 1956 (the issuance date of the annual report).

Specifically, Erie and DL&W freight stations at Binghamton and Elmira, N.Y., were combined in November 1955. Other projects being studied included the integration of the two roads' marine departments serving New York harbor, the possibility of rerouting all Erie passenger service from its terminal in Jersey City into the Lackawanna's Hoboken Terminal, and the combination of 75 miles of parallel main lines in western New York State.

In 1956, driven by gross revenues of almost \$89 million, Lackawanna succeeded in bringing more than \$5 million to the bottom line, earning \$3.06 per share. New equipment installed included its last new road diesels, 500 boxcars, 100 covered hoppers, more piggyback flats, and five diesel tugboats for New York harbor service. The road diesels were two Fairbanks-Morse 2,400

h.p. Train Masters, Nos. 860-861, which unlike Nos. 850-859 from 1953, lacked steam generators.

Unfortunately, it was destined to be all downhill from here.

On October 13, 1956, I was uncereemoniously pulled from my sinecure at Millburn and installed as second leverman at West End Tower, where the Boonton Branch joined the main line for the final 2 miles into Hoboken Terminal. The change was "necessary" owing to the implementation of Step 1 of the terminal coordination project with the Erie. Since this was also a day job with a higher rate of pay, I had no objection to filling in until the job was permanently assigned.

An additional electropneumatic interlocking machine had been installed to accommodate the rerouting of the Erie's passenger traffic. This machine controlled a new Bergen Junction, where Erie trains from its main line, its Bergen County Cutoff, and two branch lines entered the multiple-track Boonton Branch of the Lackawanna. The machine also controlled the new Greenwood Lake Junction, where trains from that branch as well as the Newark Branch entered our Boonton Branch.

All of these additions notwithstanding, the second leverman position was hardly necessary given that under Step 1, the only rush-hour Erie train routed through West End was No. 6, the *Lake Cities* from Chicago and Cleveland. All off-peak and weekend trains were to use Hoboken Terminal, but absent the rush-hour traffic, the regular weekday staff of one leverman to line the routes and one operator to handle communi-



I. W. King; Joel King collection

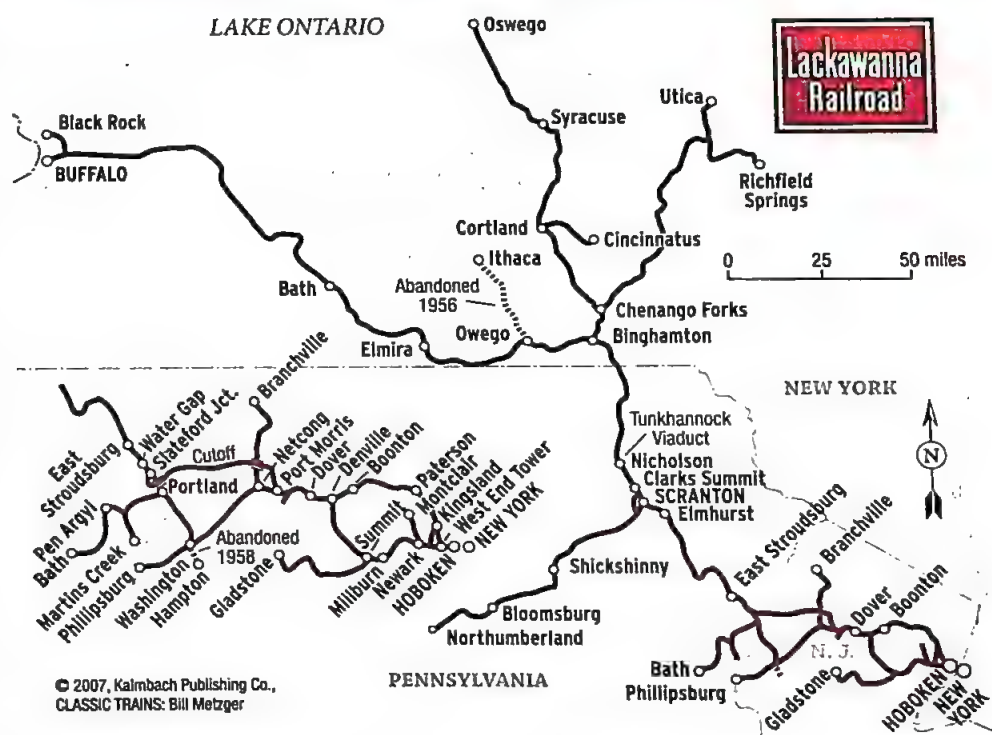
cations should have been adequate. This would change in March 1957 when *all* Erie passenger trains were shifted to Hoboken, but I was destined to view this final consolidation from a different perspective.

Deeper studies

Toward the end of 1956, Lackawanna uncharacteristically recruited an outsider into its operating management ranks, one Lynn B. Coleman, formerly superintendent for the Rio Grande at Grand Junction, Colo. It soon became apparent that Coleman's charge as General Superintendent, among other things, was to overhaul Lackawanna's overly conservative motive-power policy for the improvement of the gross ton-miles per freight-train-hour statistic. Of interest is that Lackawanna and Rio Grande were similar in size, traffic, profile, and operations, this being well before D&RGW's inauguration of a policy of short, fast freight trains.

Effective January 1, 1957, I was promoted into management ranks—to the lowest rung of the corporate ladder. The position was Transportation Inspector, essentially a "car chaser" working out of the Manager of Transportation's office in New York. My basic duty was to travel all our yards searching for violations of FRA car-service rules, which alienated one forever from local managers. My immediate project, though, was to audit dispatcher train sheets to evaluate options for routing freight over parallel DL&W and Erie line segments to advance the merger study, which finally had been acknowledged. Former Erie dispatcher Jack O'Connor did the

Signature Lackawanna: At Port Morris, N.J., in 1952, FM Train Masters waited with an eastbound on the Cutoff next to SW9 559. Curving off to the left is the original main via Netcong.



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Unfortunately, the study contained a major anomaly—the base months selected for comparison were in 1956, before Lackawanna had addressed its perennial problem of underpowered freights. Lackawanna's route between the New York waterfront and Binghamton, N.Y., was 21 miles shorter than Erie's and was not subject to the New York state full-crew law east of Scranton. However, the use of two- and three-unit freight diesels necessitated costly

helper engines on virtually all DL&W trains through the Pocono Mountains in both directions.

Erie's route, on the other hand, had two short helper districts for eastbound traffic, and its four-unit diesels frequently attacked those grades unassisted. Needless to say, the study's recommendation was to route the lion's share of traffic on the Erie side. (Years later, while riding over the superbly aligned New Jersey Cutoff, I heard Erie Lackawanna General Superintendent J. M.



Clifford A. Redanz

Friendly connection: Storm-delayed EL train L-3 (a post-merger designation) has arrived Buffalo on February 5, 1961, behind renumbered F7 6361; NKP's train 5 (rear) has held for 40 minutes.



Bruce Owen Nett

Two of DL&W's 18 RS3's approach West End Tower on the Boonton Branch in 1951 with empty hoppers bound for Hoboken. The Alcos were unique on the road in having sans-serif lettering.

Moonshower abusing this decision and contrasting this Lackawanna trackage with Erie's Delaware Division, which had 189 curves in less than 100 miles!)

Step 2 of the New Jersey passenger terminal coordination project was implemented as scheduled in March. Its success was a tribute to those responsible for planning operations, especially the movements between Hoboken Terminal itself and some Erie equipment storage facilities still in use in Jersey City, which would be accessed via a new connection to the freight-only Weehawken Branch.

One problem requiring careful supervision was the loading of the Hudson River passenger ferries to prevent

overcrowding during the morning rush hour. Each weekday morning, several of us "minor league" managers, armed with thumb-actuated counting devices, were assigned to the ramps at the ferry slips (three to each) to try to determine when the boats were approaching capacity. As the combined count neared the saturation point, we would signal the gateman, who would, in turn, attempt to hold the attacking mob at bay and close the gates. The crowds cooperated, and no injuries were reported.

On October 16, 1957, Lackawanna's operating department was reorganized to achieve more rigid control of service. The Scranton and Buffalo divisions were combined and a new, 24-hour

Office of Transportation Supervisors was established at Scranton. Its responsibility was to assign all motive power and oversee the makeup, dispatch, and performance of system freight service. The formerly "independent" two- and three-unit F-unit sets were reassigned, to the extent possible, into four-unit locomotives with common inspection dates. Making this difficult was the lack of nose receptacles for jumper cables on the 45 cab units and that the FT's were connected by drawbars. Nevertheless, the symbol freights were finally being dispatched with adequate power for Lackawanna's rugged profile.

General Superintendent Coleman's effort to rationalize the diesel fleet encountered two minor setbacks. Concurrent with realigning the freight power, it was decided to continue the use of two E8's on passenger trains east of Scranton but cut back to a single unit on the same trains between Scranton and Buffalo. (This resurrected the old steam practice, which saw 4-8-4's on passenger trains on the east end but 4-6-4's on the west end.) This experiment came to an abrupt halt after the single E8 on a 10-car westbound *Phoebe Snow* experienced the failure of one of the unit's two prime movers west of Elmira, N.Y., with the result that the streamliner stalled on York Hill.

In an effort to reduce down time for the scarce freight diesels, it was decided to send them out from the paint shop in plain gray dress with maroon lettering and yellow grab handles in lieu of the traditional gray with maroon and gold



John Dziobko

striping. As I recall, engines 655 and 656 were the guinea pigs. Although the front office, thankfully, shot down this proposal, a compromise was reached in that henceforth, all passenger and freight road engines received the more practical passenger paint scheme.

Retrenchment begins

For 1957, the Lackawanna managed to eke out a miniscule net profit of \$430,000, but the hard truths of railroad economics in the Northeast came home to roost the following year. DL&W's suburban passenger-service deficit and confiscatory property taxes, primarily in Hudson County, N.J., continued unabated as gross revenues dropped to their lowest annual total since 1946. The resultant net deficit for 1958 totaled almost \$4 million.

In addition to the institutional problems, the need to replace the aging double-track swing bridge over the Hackensack River at West Secaucus, N.J., could not be postponed. The replacement, a single-track vertical lift bridge together with the necessary interlocking changes, cost \$5.5 million.

One of the many problems facing the Lackawanna was excess track capacity. Although the proposed coordination of facilities with the Erie in upstate New York would address this problem on DL&W's west end, fewer train movements on the east end (outside of suburban territory) required immediate action. An obvious target for plant rationalization was the 28-mile, double-track cutoff between Port Morris Junc-

tion, N.J., and the Delaware River. Long regarded by Lackawanna men as a state-of-the-art "super railroad" (long before John W. Barriger coined the term), the cutoff boasted a grade-separated right of way that, eastward, ascended the 618 feet from the river to the New Jersey watershed on a maximum grade of 29 feet to the mile. The line had only 14 curves, all but one of 2 degrees or less. This superb alignment through the rolling northwest Jersey terrain, completed in 1911, was accomplished by cut-and-fill engineering that necessitated relocating 15 million cubic yards of material. The Pequest fill alone was more than 3 miles long and averaged 110 feet above the valley floor.

Ignoring the "pride factor," management saw that the average 21 trains per day could be run without big delay on CTC-signaled single track. Accordingly, the westbound main was retired between mileposts 48.2 and 72.2 save for a 3-mile double siding at Greendell.

On March 2, 1959, the Lackawanna, desperate for cash, finally abandoned its dream of merger with the Nickel Plate and liquidated its NKP investment, realizing \$15.3 million. This windfall paid off the Upper Hackensack bridge replacement loan and brought all unpaid bills to current status. August 31 marked the beginning of joint operation using 75.5 miles of the Erie main line between Binghamton and Gibson, N.Y.

Of greater significance was the June 24 signing of the Joint Agreement of Merger with the Erie and the subsequent filing on July 1 of the application

The last of DL&W's eight SW8's mingles with E8's and GP7 967 at Hoboken in May 1956. Of GP7's 951-970, the last five had steam boilers. All pre-Train Master hood units were black.

for merger with the ICC. Not surprisingly, 97 percent of Lackawanna's stock was voted for the merger. Industry opposition was limited to token objections from four connecting carriers.

Port Morris drills

At this time, although still an assistant trainmaster, I was headquartered at Port Morris yard, 46 miles west of Hoboken, and more or less "on my own." My principal responsibilities included the operation of what was basically an interchange yard with five regular yard-crew assignments daily. In addition, five local freights, or "drills" as they were called on our railroad, originated from Port Morris serving Paterson, Boonton, Dover, Summit, and the Sussex Branch. There was also a nightly interchange run, Nos. 71 and 66, to Phillipsburg, N.J., where a daily yard crew made and received deliveries with the Pennsylvania, Jersey Central, and Lehigh Valley. New England traffic was routed to and from the New Haven Railroad connection at Maybrook, N.Y., via two Lehigh & Hudson River round trips terminating and originating at Port Morris daily. Port Morris was the perfect assignment for on-the-job training, but even this outpost could produce career jeopardizing situations, as we shall soon see.

All operating supervisors were re-



John Dziobko

Three of the 141 electric M.U. motor cars from Lackawanna's 70-mile, 1930-31 suburban electrification leave Hoboken on January 17, 1959.

When DL&W gave the Democrats the run-around

In August 1957, I'd been promoted to assistant trainmaster, headquartered for training purposes at Hoboken. Although I was pleased to have my name appear on the employee timetable, I soon would experience one of those unforeseen operating snafus that can cause the company public relations problems and also nip supervisory careers in the bud. On this occasion, the Passaic County Democratic Club was sponsoring a cruise on the Hudson River, and chartered two 12-car trains from the Lackawanna to take participants to the Hoboken docks on a September Sunday morning. The trains would lay over all day and return the passengers to their suburban stations in the evening.

One of these specials was under my purview, and everything went without a hitch on the morning run. The trains each were made up of 12 electric M.U. cars, from the storage yard at Dover, with motive power provided by an FM Train Master diesel. This set the stage for embarrassment, because the train-line communication connections on the electric cars were not compatible with the air-communicating whistle in the diesel. This forced us to use hand signals to depart from stations.

It was well after dinnertime when the excursion boat returned to Hoboken. We loaded the revelers, many of whom had spent the cruise imbibing, and started for home. The head two cars were empty save for a youth obviously suffering from a beating and his two alleged assailants seated behind and sullenly observing their victim. I smelled

potential trouble in getting them off my train without incident, so I climbed over onto the locomotive and had the train stopped at a wayside phone so I could call the dispatcher and tell him to notify the police to meet us at Paterson, our combatants' intended destination.

Two Paterson patrolmen were waiting as we arrived, and the toughs were offloaded without incident. The head brakeman, using an ancient kerosene lantern, then attempted to pass a highball signal to his conductor farther back along the train, but because the westward platform at Paterson was on the outside of a curve, the engineer couldn't see the conductor or the progress of the passenger unloading. But he did see the head brakie's signal, so he whistled off and headed west! Within two minutes, I was met by our veteran conductor, Barney Rice, who told me we still had some 300 angry Democrats on board, whose detraining at Paterson had been interrupted by our premature departure!

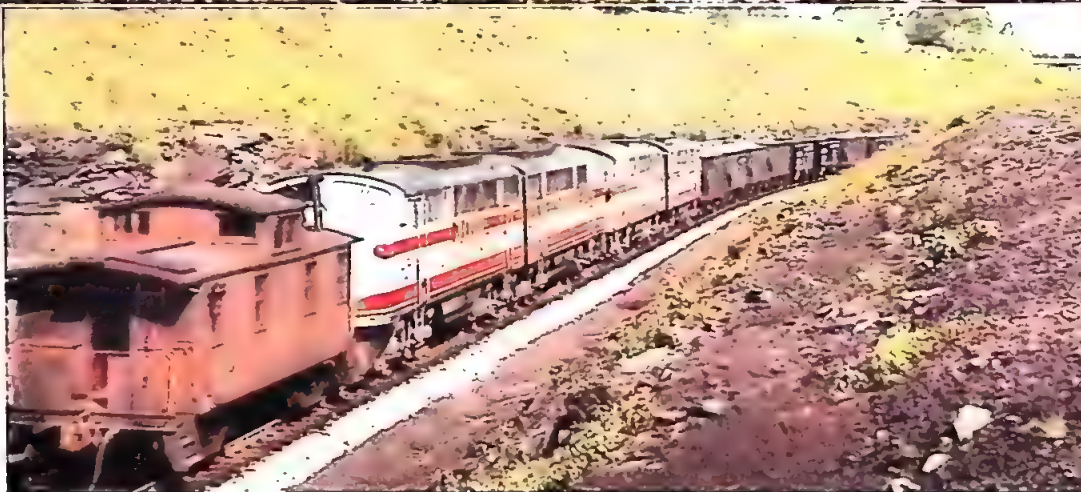
Thinking fast, I arranged to have the locomotive run around our train at Lincoln Park, 8 miles to the west, and return east to get the people to their intended destination. (Backing up the train to Paterson without the communicating whistle would have been too dangerous.) Once we unloaded the rest of the Paterson passengers, we made another run-around move in Paterson Junction yard where, fortunately, our 189-ton locomotive stayed atop the ancient 85-lb. rail! Even after providing the superintendent with a report of this fiasco, I remained employed.—*John R. Canfield*



On the last day of May 1951, road FT set 604 struggled up to Clarks Summit, Pa., with a coal train as a four-unit set of low-g geared FT's shoved on the rear. The wooden caboose is positioned behind the helper owing to the limited buffing strength of the underframe.

quired to make a full slate of monthly "efficiency tests," the unannounced creation of conditions requiring crews, operators, and dispatchers to respond precisely as the Standard Code of Operating Rules required. Many of these tests involved changing signal indications or darkening color-light signals and observing the response of engineers. One less-than-popular test involved Rule 796 and called for the placement of temporary slow-order signs along a main track in high-speed territory. If the crew had not been forewarned by bulletin or train order, a speed of 10 mph was mandatory. This test was the direct result of the tragic Woodbridge, N.J., wreck on February 5, 1951, in which a speeding Pennsylvania Railroad commuter train overlooked these warning signs, derailed, and rolled down an embankment, killing more than 100 passengers.

On the last Friday of August 1959, I realized I hadn't made my quota of tests for the month. Aware that train No. 5, *The Twilight*, was running with an advance section in anticipation of heavy Labor Day weekend traffic, I hurried out on the cutoff and set the portable advance warning board, the slow board, and the resume-speed board with a mechanically actuated speed-measuring clock between the latter two signs. I



Two photos, Bill Price; Al Chione collection

had no way of knowing that Paul Donovan, a Scranton Division trainmaster, was also planning to waylay the two sections of No. 5 with a signal test that same afternoon!

Both engine crews responded properly to my surprise test, and I headed for home. Later that evening, I received a phone call from an irate Morris & Essex Division Superintendent Craddock. It seems that DL&W President Perry Shoemaker was riding the locomotive of regular No. 5 and, having been delayed twice within 25 miles, wanted to know "why all the local supervision was waiting until the end of the month to make their test quotas."

There is no proper answer to such a charge, other than we were, of course, ignorant of our president's travel plans. Privately, I thought our top executive should be pleased that his first-line troops were on the ball, but Mr. Shoemaker probably suspected that the tests were for his benefit, which was certainly not the case.

That incident notwithstanding, on April 1, 1960, I was promoted to trainmaster, still assigned to Port Morris, then soon moved to the Scranton Division, assigned to the "cement territory" of the Bangor & Portland (Pa.) branch. There, I would witness first-hand the steady erosion of traffic, in this case bulk cement diverted to air-activated tank trucks. Peak loadings at the six mills served by the Lackawanna dwindled from the 230 to 240 carloads on Fridays of previous summers to an anemic 90 cars during this last summer of our independent operation.

The Lackawanna's fortunes continued to decline through the remainder of 1960, and on October 17, we merged with our old "hated" rival, the Erie. Said President Shoemaker, "Upon merger, the Lackawanna will go out of existence as a company which has never gone into bankruptcy, and as a company proud of its heritage and tradition of giving superior service to the public." I can only add a heartfelt "Amen." ■

At age 100, Hoboken Terminal looks better and better

Lackawanna's portal to New York City is going back to the future

By Karl Zimmermann

Hoboken Terminal's centennial, celebrated this year, has most obviously been an occasion to look back at the long history of a decidedly handsome and useful building. Happily, though, it's also an appropriate time to look ahead, since the grand old structure is currently undergoing a \$115 million rehabilitation that will restore important aspects of its former form and function. Most dramatic visually is the reinstallation of the 225-foot-tall English Victorian clock tower, an essential part of the building's profile when the Delaware, Lackawanna & Western Railroad opened the terminal on February 25, 1907. The tower was removed in the 1950's because of structural instability.

Hoboken Terminal was designed by Kenneth Murchison, mainly in the Beaux Arts style popular at the time but with eclectic touches like the clock tower and some exterior illumination

reminiscent of an amusement park. (Two later extant projects of Murchison's are the Pennsylvania Railroad's Baltimore station, now used by Amtrak, and DL&W's Scranton station, now a hotel.) The building was clad in ornamental copper, which turned pale green with time, giving it the soft patina that now characterizes it. The copper also helped make the steel-and-concrete structure fireproof, a major consideration since its immediate predecessor, made of wood, had burned in 1905.

In its glory years, Hoboken Terminal was remarkable as a multimodal transportation hub, and it has become that again. Right from the beginning, it was an interface between trains and ferries that crossed the Hudson River to Manhat-

tan. In 1908, the Hudson & Manhattan Railroad—for many years the "Hudson Tubes" in common parlance—opened, tunneling to Manhattan. This service remains vital today as the Port-Authority Trans-Hudson (PATH) trains. Public Service streetcars served the terminal, using a two-story structure to the north on the site where the bus station now sits. Although trolley service was discontinued in 1949 in favor of buses, streetcars made a triumphal return in 2002, when the Hudson-Bergen Light Rail began serving Hoboken. Using a stub-end terminal just south of the commuter rail station, lines now reach Bayonne, Jersey City, and North Bergen.

The lovely DL&W ferries (by then Erie Lackawanna) dropped their fires in November 1967, making what had been so specifically designed as a railroad-and-ferry terminal railroad only, with PATH trains the only way into Manhattan. But a ferry link was too

Library of Congress

Hoboken Terminal's clock tower stands tall in a 1907 photo. To the left of the tower is the waiting room; to its right, the ferry slips.



good an idea to die forever, and in 1989 NY Waterway brought boats back to Hoboken. To be sure, they're diminutive compared to the EL ferries, but they make Hoboken's the only train-and-ferry terminal in the country. NY Waterway has used a somewhat makeshift, increasingly inadequate facility in the old Immigrant Building; now it's set to move back into the original slips.

Hoboken Terminal has been listed on the National Register of Historic Places since 1973, and well it should be. The head house is a fine piece of architecture, and the trainsheds are a notable prototype replicated by other railroads. Designed by Lincoln Bush, DL&W's chief engineer, at a time when sheds typically were totally enclosed, his have narrow slots over the tracks to allow locomotive exhaust to escape while providing ample shelter for passengers.

The first important step back for the terminal came in 1999, with the completion of an impeccable restoration of the waiting room, accomplished for \$10 million, a bargain considering the results. From the terrazzo flooring, to the traditional wooden benches with sweeping arms, to the stained-glass transoms that invite travelers to TICKETS, MEN'S ROOM, RESTAURANT, and LUNCHROOM (the last two, alas, now empty promises, though there is a food court in the platform area), this bright, cheerful room shines. To TRAINS is the most important invitation, and it crowns six doors leading to the platforms, used by 225 NJ Transit commuter trains each weekday.

The transoms are Tiffany glass, as is the room's splendid skylight. Ornate cast-iron railings line the marble stairs to what had been the upper boarding concourse for the ferries. All the detailing of the limestone and ornamental plaster finish is again like new. Look at a 1907 photograph and you'll be hard pressed to find differences from what you see today.

Far more expensive improvements are in the works right now, with the Port Authority of New York and New Jersey sharing in the financing with NJT. Work has already begun on the replica four-faced clock tower, which is being prefabricated off-site for delivery in sections. It should be fully in place by early 2008. Much more extensive if less immediately visible is the work needed to bring the ferries back to five of the original slips (the sixth being reserved for future use as a ferry museum).

Silt has accumulated over 40 years of disuse, so extensive dredging has been needed. All of the ferry terminal and part of the train terminal rest on pilings in the river; these have been inspected



Ronald L. Rice

In a view from the river side of Hoboken Terminal, a crane lowers a section of the replica clock tower into place in summer 2007, while scaffolding covers the ferry slip portals.



Karl Zimmermann

In 2007, the waiting room looks much as it did when the terminal opened 100 years before.

and selectively replaced. Copper fascia on the river side is being renewed. Substantial work on the substructure of the ferry building is required, with the floor being raised to accommodate passenger boarding in what was traditionally known as the "team concourse," where horse-drawn and later automotive vehicles once loaded. (Most foot passengers boarded on the upper level.) Ferries should be back in the old slips by 2009.

Still ahead are plans for adaptive reuse of the "Long Hallway," the upper-level ferry concourse from which non-vehicular passengers boarded the boats. Among the longest unbroken spaces ever built, this will someday house shops and restaurants if all goes well.

Meanwhile, Hoboken residents and boaters on the Hudson can once again learn the time of day by glancing toward ever-better Hoboken Terminal. ■

A day of excitement and mystery



Union Switch & Signal photo; CLASSIC TRAINS collection

Why all the fuss and silence? In 1942, military extras were common, but this one on the Santa Fe out of Los Angeles was truly special

By Fletcher H. Swan • Photos by the author

As a 19-year-old railroad enthusiast, I was fortunate to have the opportunity to join the great fraternity of railroaders when I was hired by the Santa Fe in April 1942, in the early months of World War II, to work at the Redondo Junction roundhouse in Los Angeles. I was hired as a crew caller,

assigned to the third shift (or "midnight trick") in the roundhouse office. I worked with roundhouse clerk Paul Brown for several months until he bid in on another job. With his job vacant, I bid in for it, and as senior bidder for the position, I won it, assuming the duties on August 13, 1942. To fill my vacancy, Santa Fe hired a new crew

caller, Frank Shuman Jr., son of a Los Angeles Division engineer.

Thursday, September 24, had been a warm, humid day, and little did I realize what lay ahead when I drove to work that evening. Driving at night was not easy in those days, owing to wartime blackout restrictions. Only essential traffic was supposed to be on

Two years after the author's experience, on July 18, 1944, a troop train, Extra 3746 West (left), roars up the Santa Fe's Surf Line between Oceanside and Carlsbad, Calif., behind a sister 4-8-2 to the pair that hauled the September 1942 presidential special.

the streets. Most street lights were not lit, traffic signals were not operating, and cars were to be driven with only their parking lights on.

Arriving at the 25-stall roundhouse shortly before midnight, I entered through the opening at Stall 9, as I usually did, to check the engine availability board and to write down the numbers of the engines that would be available during my shift. As I walked toward the office and crew room, located near Stall 1, in Stalls 2 and 3 I noted two 23-year-old 3700-class Baldwin 4-8-2's being meticulously groomed by a swarm of machinists, engine wipers, and other employees. Their work was being supervised by Joe Gilman, the night roundhouse foreman, and Sam Naves, assistant foreman.

I was intrigued. During wartime, that kind of work on an engine was unheard of. They were freshly painted, with their bells polished and even the side rods painted. It seemed like the entire night force was working on the two engines. Bill Fertig, assistant roundhouse foreman, and Charlie Boice, boiler foreman, were also going over the 4-8-2's as if with a fine-tooth comb. Once on duty, as I checked engine assignments, I saw nothing listed or scheduled for the two being fussed over, but there had to be a reason why two older and smaller engines were to be used, because larger and faster 3751- and 3765-class 4-8-4's were available.

Now, every shift was different, and it would be difficult to define any one day as being typical. I enjoyed working nights because seldom did we have "top brass" officials breathing down our necks, for they didn't venture out often during the late evening or early morning hours. This night would be quite different.

I was busy with my regular duties about 2:30 a.m. when Trainmaster Lou Freborg entered the office and asked if a "rested" engine crew was available. "Rested" indicated that the enginemen had been off duty for at least 8 hours and could be called for another 16-hour (maximum) tour. After checking with Frank Shuman, I answered affirmatively, and Freborg, whose son Jack was a Los Angeles Division engineer, instructed me to have a crew called to go on duty at the round-



Roundhouse supervisors responsible for preparing the engines for the presidential special were, from left (above): Boiler foreman Charlie Boice; night roundhouse foreman Joe Gilman; assistant roundhouse foremen Bill Fertig and Sam Naves; and special agent Hoy Boggus. In September 1942, these two 19-year-olds (right) handled third-shift duties at ATSF's Redondo Junction roundhouse in Los Angeles; author Fletcher Swan, a clerk, is at left, while crew caller Frank Shuman Jr. poses with the telephone.



Fletcher Swan collection

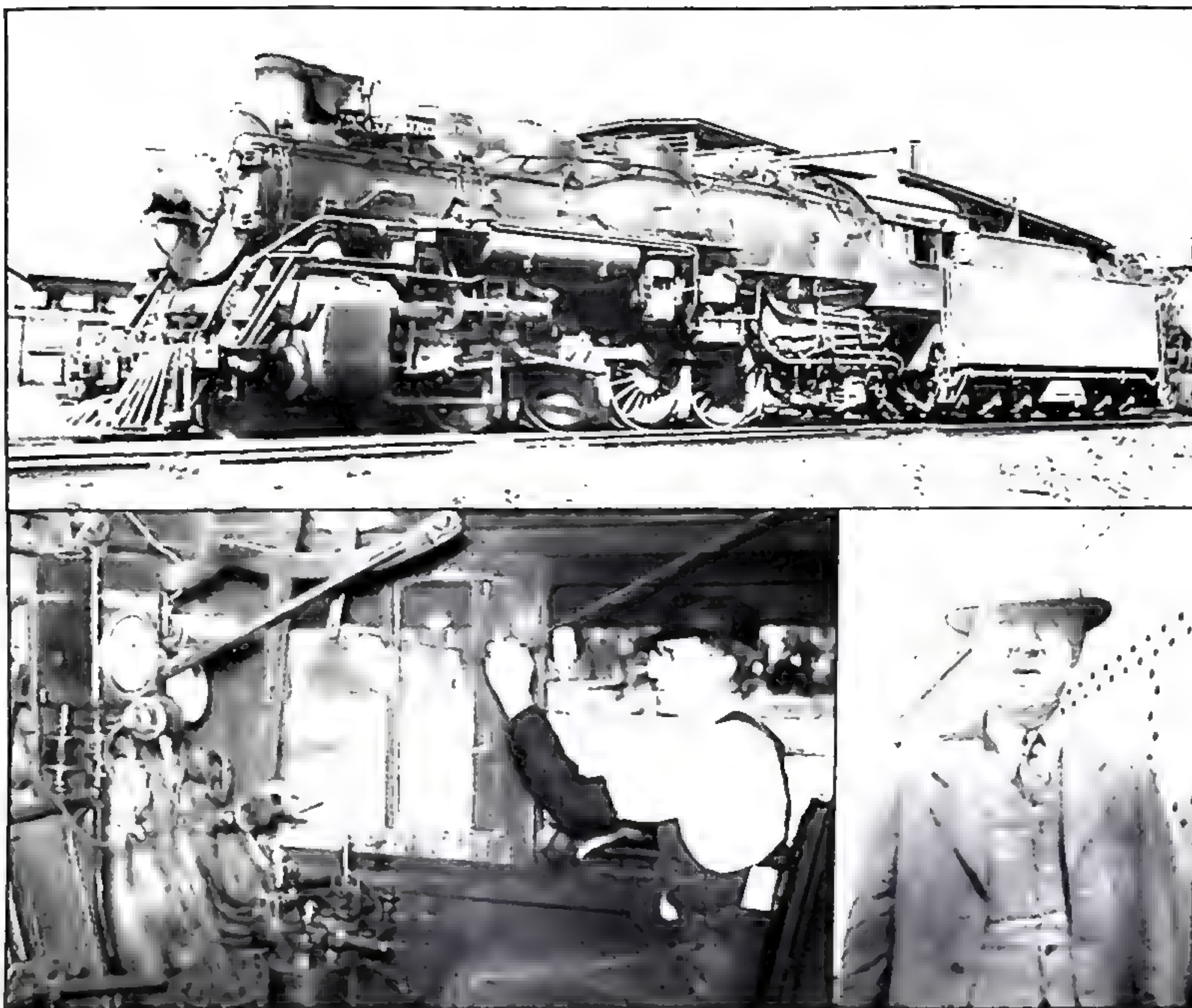
house at 4:45 a.m. He gave no indication why this crew was being called or where they were going, but the story would soon unfold.

As a rule, our office would receive information from the Chief Dispatcher in San Bernardino as to when engine crews would be called for extra or special trains, because the Chief was responsible for scheduling train movements. And, it being wartime, there were a lot of extras. As an example, he would say on the company phone, "Los Angeles, we have a MAIN train, WMB 12345, that will consist of 14 cars, DHQ [deadhead equipment] to Oceanside to pick up troops for movement east, on duty at 6:00 a.m. to depart First Street Yard at 7:00 a.m." "MAIN," the acronym for troop specials and other military movements, stood for Military Authorization Identification Number. In an earlier conversation with me, the Chief had made no mention of any specials this night.

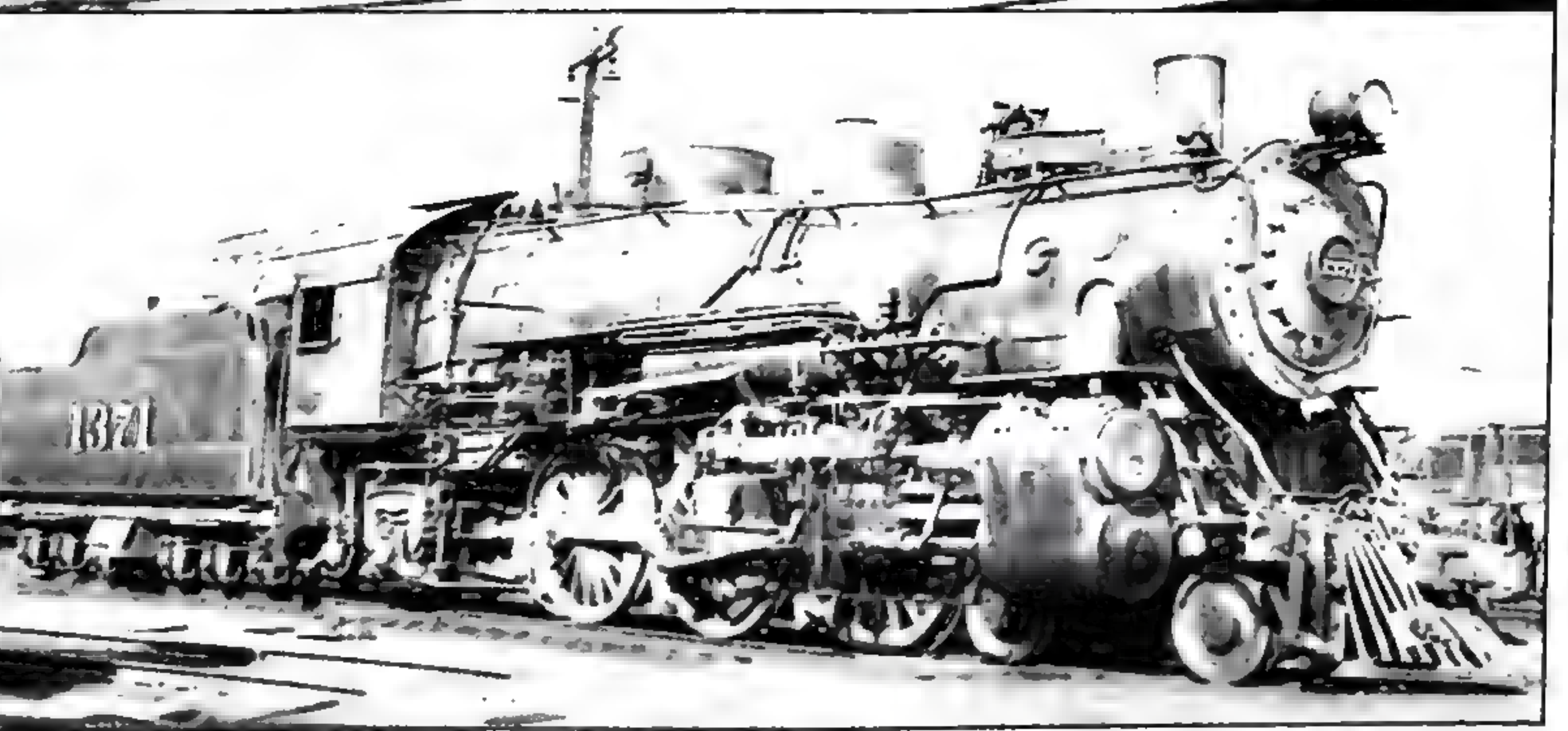
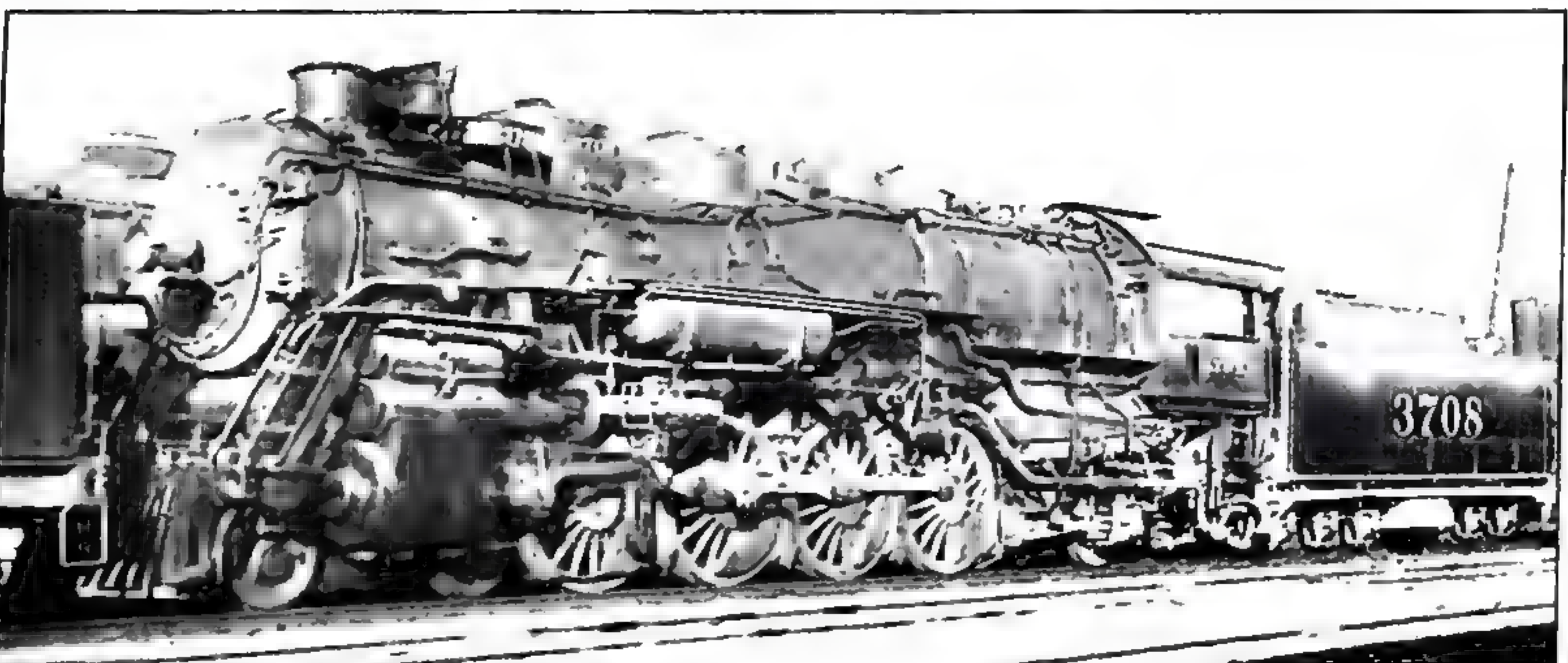
At about 4 a.m., Pacific 3522, a 1914 Baldwin, was moved out of the roundhouse by the hostler and spotted for fuel. When engineer Rex Clayton and his fireman arrived, the trainmaster

escorted them outside the office for instructions. I learned later that this engine would run light to Oceanside, about halfway to San Diego on the Los Angeles Division's Fourth District.

Immediately after the 3522 left the roundhouse, Terminal Superintendent John Donovan came into the office and instructed me to call a "rested passenger engine crew" to go on duty at 6:30 a.m. Crew caller Shuman said engineer Harry Miller and fireman A. M. Philmalee were first out and would be called. "Passenger" in this case meant that the crew was qualified to handle passenger trains, which not all enginemen were. All these verbal instructions were occurring while I was dispatching three passenger trains and numerous freight trains, lining up 21 morning switch-engine crews at various Los Angeles area yards, and performing



Veteran engineer Galard Slonaker (above) was in charge of lead engine 3703 (pictured at the top of the page at Barstow, Calif., in April 1940) on the September 25, 1942, presidential special. Road Foreman of Engines Jim Love, pictured at right in 1936 at Pasadena, rode the 3703 that memorable night. He served in Santa Fe engine service for nearly 45 years.



Ken Casford, courtesy of the author

Mountain-type 3708 (pictured at San Bernardino in late 1949) was the special's "train engine," trailing behind the 3703, while sleek-looking 4-6-2 No. 1371, pictured in August 1950 in Los Angeles, handled the two-car "pilot train" ahead of the presidential special.

my other miscellaneous routine office duties.

When engineer Miller and his fireman arrived, Mr. Donovan had a short conversation with them, but they weren't going anywhere right away—they were told to stand by for further instructions.

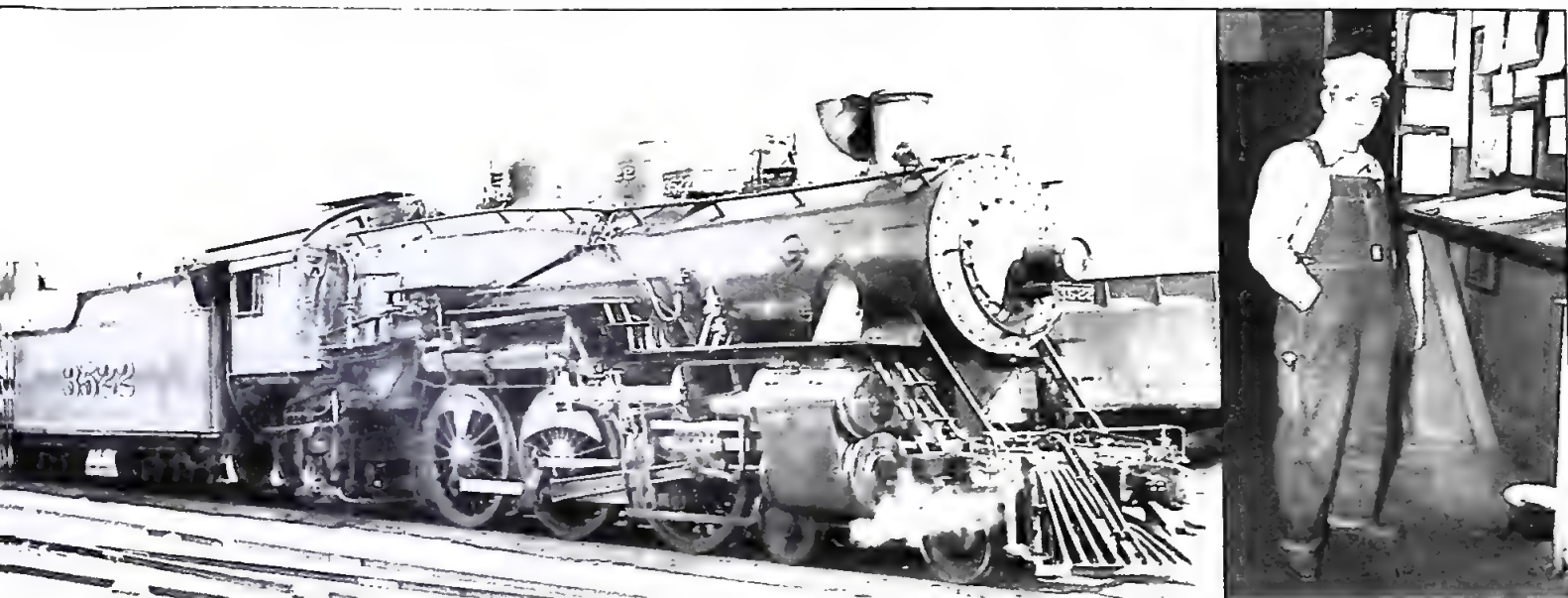
Just before 7 a.m., I looked out the office window and saw the two senior engineers on the L.A. Division, along with their firemen, seated on a bench near the roundhouse office talking with two road foremen of engines. What were *they* doing here? Both crews had been "marked off" their regular runs to San Diego.

By this time, the roundhouse office was full of "brass": the mechanical superintendent, master mechanic, and assistant general manager, to mention three. Even Hoy Boggus, the special agent, was in and out of the office frequently. Whatever was going to happen was going to happen soon.

Shortly after 7 o'clock, engine 1371, a 1913 Baldwin light 4-6-2, was moved out of the roundhouse and spotted for fuel. Superintendent Donovan told engineer Miller to take the engine to the First Street Yard to pick up his train and running orders.

Soon after the 1371 departed the roundhouse, the two groomed 4-8-2's, 3703 and 3708, were moved from their stalls and fueled. When this was done, they were coupled together, and just after 8 a.m. the two senior engine crews began walking toward them. Which engineer would be in charge of which engine? According to Santa Fe's current Rules for Engineers, "When two engines are called for the same train and same destination, the senior engineer will be in charge of the train engine." Thus the junior engineer would be in charge of the "lead," or helper, engine up front.

Each 4-8-2 would have three men aboard. In charge of helper engine 3703 was Galard Slonaker, who had 41 years of engine service. Fireman Harvey Prowse had 5 years, while Road Foreman of Engines Jim Love, who was going along, had 42 years. In charge of the trailing "train" engine, 3708, was Jack Love, who had logged 43 years. Fireman John Rogers had 4 years, while Road Foreman Warren Cooper had 38 years. That made for a total of 173 years of engine experience in the two cabs! The two Loves were brothers, and apparently the road foremen decided between themselves who would ride which engine. I believe Road Foreman Love chose to ride with



Fletcher Swan collection

Pacific 3522, ready to help a train out of Barstow in April 1946 (above), was sent from L.A. to Oceanside as "protection" for the POTUS special in case of engine failure. Engineer Rex Clayton, who put in 37 years in ATSF engine service, is ready to sign in for her on the memorable night.

engineer Slonaker on the lead engine, leaving Cooper to ride with Jack Love back on the train engine.

Shortly before the two engines left the roundhouse, I caught a glimpse of the 1371, with a baggage car and chair car, passing the roundhouse on the Third District main line as they approached the nearby Redondo Junction tower.

When I last saw the two coupled 4-8-2's, they were heading east through Redondo Junction toward Hobart Yard, running light. As it turned out, they would pick up their train out at Hobart after it was delivered by the Union Pacific at the interchange track near Hobart Tower.

Why all the fuss and silence? Turns out the train, about 12 cars in length, was a "POTUS" special, occupied by the President of the United States, Franklin D. Roosevelt, and his entourage, traveling under top-secret conditions. Censorship had been imposed on the press. Accompanying the president were political figures and a host of military personnel. This explained the verbal—not written—instructions given to us at the roundhouse office by the various officials, each of whom had his own responsibility in getting this train over the road.

On this day, September 25, 1942, Santa Fe would handle this POTUS special to San Diego over a portion of the Los Angeles Division's Third District and the entire Fourth District, leaving Hobart Yard about 11:15 a.m. The train ran on a very tight schedule,

and preparations had been made all along the way.

The President was in the area for an important event. While the train was going to San Diego, few knew that when the train got there, the president would not be on board, for he and his party detrained at San Juan Capistrano. After a short drive around the historic mission there, the president's motorcade drove down the Coast Highway to Oceanside, where he dedicated the Camp Pendleton Marine Base. After that brief event, he proceeded to the outskirts of San Diego, where he visited several Naval and Marine installations and the large, camouflaged plant of Consolidated Aircraft.

After the motorcade departed San Juan Capistrano, the train resumed the trip. It probably stopped briefly at Serra to water the 3700's and arrived in San Diego about 3:30 p.m. After the train was serviced and stocked, it was placed inside the Marine base at 6 p.m.

Upon arrival of the presidential train in San Diego, engine 3522, which was at Oceanside for "protection" in the event of a locomotive failure on one of the specials, and engine 1371, which with its two cars had been the "pilot train," returned to Los Angeles.

Why were larger and newer 4-8-4's not used for such an important duty? Because the tracks inside Camp Pendleton would not accommodate them.

The president spent the evening dining and visiting at the home of his son and daughter-in-law, Navy Lt. and Mrs. John Roosevelt, then returned to the train at the Marine base shortly after 10 p.m. The automobile carrying the

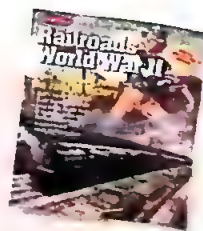
president stopped near the engines, and he greeted and exchanged pleasantries with the engine crews before returning to his private car.

About 10:25 p.m., the train left Camp Pendleton and ran down the Santa Fe to San Diego. There it was delivered to the San Diego & Arizona Eastern, Southern Pacific's subsidiary running to the east, to continue its journey. Its next destination: San Antonio, Texas.

We Santa Fe employees were proud to have played a part in this move. In a letter dated October 19, 1942, addressed to those who were directly involved in the movement of the POTUS special, Los Angeles Division Superintendent W. L. More wrote the following: "Our management has received a word of appreciation from President Roosevelt for the very fine handling over our line from Los Angeles to San Diego on his trip, September 25th, and statement was made that never in his many travels had he moved with as much ease and comfort, rest or enjoyment."

It indeed had been a day of excitement and mystery. It was a busy day for the Santa Fe, our enginemen and train crews, and all of the many other employees involved. For a 19-year-old roundhouse clerk, the day was unforgettable! **I**

Read more about FDR's secret wartime train trips and the hectic war years on Santa Fe's Los Angeles Division in *Railroads and World War II*, a *Classic Trains* Special Edition on sale November 22.



Great Photographers

The passenger trains



of Jim Scribbins



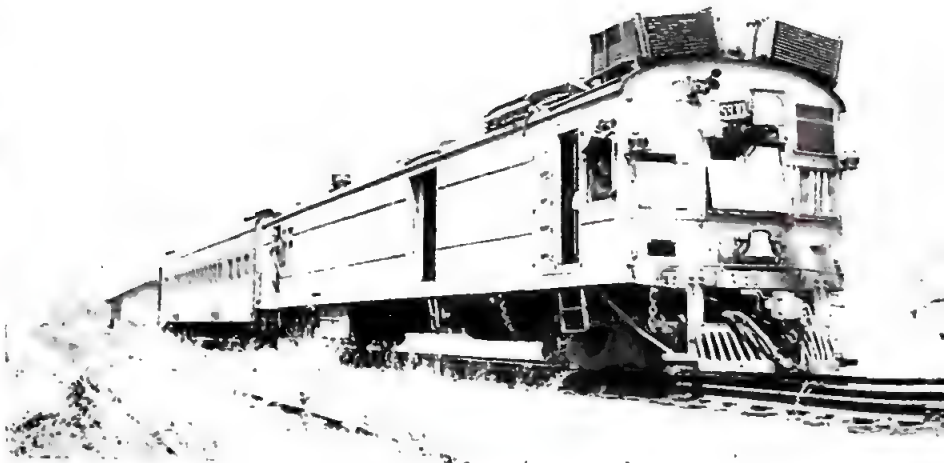
Milwaukee Road varnish expert has sold tickets, written books, and ridden and photographed the trains

By Kevin P. Keefe • Photos by Jim Scribbins

Jim Scribbins has led the complete railroad life. A company man all the way, he worked 37 years for the Milwaukee Road, most of the time in the Passenger Department. An accomplished journalist, he has had numerous bylines in *TRAINS* and three in *CLASSIC TRAINS* publications, among other periodicals. An expert archivist, he spent years researching and cataloguing his former employer's corporate papers. A widely respected author, he has five books to his credit, including two bonafide classics. If that's not enough, Jim is a prolific, talented railroad photographer.

Jim's photographs are familiar to at least two generations of railroad enthusiasts. With his straightforward approach to composition and a dedication to getting as much on film as possible, Jim made photographs that have become an essential part of the visual record of Upper Midwestern railroading, especially in the steam-to-diesel transition era of the 1950's. Our understanding of at least three railroads—Wisconsin's largest of the "classic era," Milwaukee Road, Chicago & North Western, and Soo Line—is deeper because of his pictures. He was one of the first of his generation to embrace the diesel. And he was

Variety in Milwaukee Road varnish: The Chippewa storms by North Avenue in Milwaukee en route Green Bay in November 1946 behind F6 4-6-4 138 (left), while motor car 5908 leaves Brookfield on June 30, 1949, with Janesville-Milwaukee train 308.





"Classic Milwaukee" is how author Keefe describes this shot, among his Scribbins favorites. As seen from a footbridge off the lake bluff at Brady Street on October 6, 1954, C&NW's *Peninsula 400*, train 214 in the charge of E6A 5005-B and E3A 5002-B, nears the Milwaukee lakefront station. Today a bike path is here.

relentless in his pursuit of his favorite subject: passenger trains.

Now living the quiet retirement life in West Bend, Wis., with Barbara, his wife of 51 years, Jim can look back with satisfaction on a significant body of work, including his photos. As with just about everything involving Jim Scribbins, you can't really segregate any of those accomplishments. He pursued everything at once. The story of his work is the story of his life.

Jim's birthright was for railroading. He was born in 1928, and among his most influential railroad relatives were his father and three uncles. His dad, Ralph Scribbins, was a fireman on the Omaha Road who started out as an engine wiper at Elroy, Wis. Uncle Art was an Railway Express Agency messenger on the Milwaukee Road and the C&NW. Uncle Roy was an operator and dispatcher for the North Western in Chadron,

Nebr., and Sioux City, Iowa, and Uncle Neil worked for the C&NW in South Dakota.

At an early age, Jim began thinking about railroading as a career. It wasn't until he was a teenager and discovered *Railroad Magazine* that he learned it also could be a hobby. "We lived in Milwaukee then, and Uncle Art had run in on the *Chippewa*. It wasn't a school day, so I went down to see him. I found *Railroad Magazine* there on the newsstand, for a quarter. From that point on, I guess I was a railroad hobbyist."

It was around the same time that Jim discovered railroad photography. He began shooting roster photos around the two big depots in town, the Milwaukee's on Everett Street and the North Western's at the foot of Wisconsin Avenue on the lakefront. Camera in hand, he was especially drawn to the diesels.

"An early memory was the two-unit E6 [Mil-



Shop town: Milwaukee 16, the *Olympian Hiawatha*, slips under the 35th Street viaduct and past the road's big shops on the first day of 1954. At the roundhouse in July '53, S3 4-8-4 260 and N-20 4-8-2 4005 of tenant Soo pose together. C&NW Sunday local 223, with its RDC's (9935, 9934, and 9933), arrives in Milwaukee on February 7, 1954.

waukee's only one] on trains 15 and 16 [the *Olympian*]," Jim recalls. Even back then, wartime fears could make a teenage railfan appear to be a suspicious character, though. "Sometimes I got hassled by the Milwaukee police."

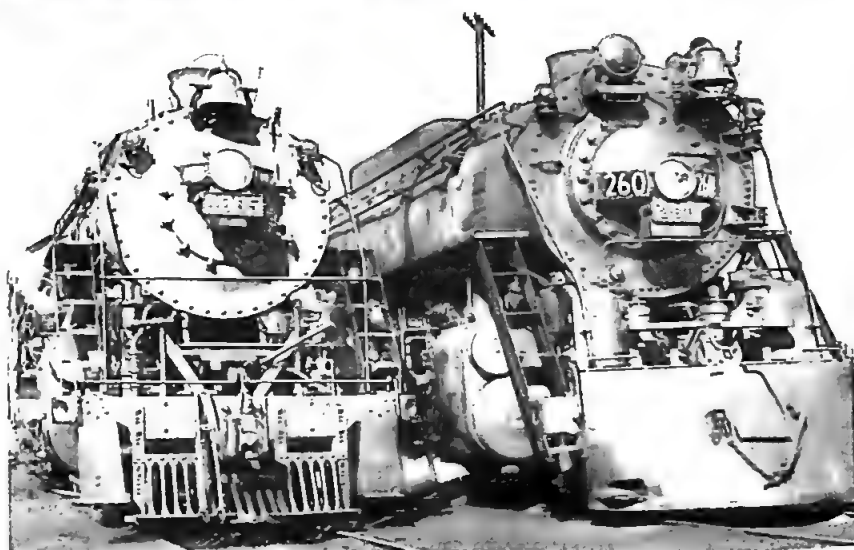
Jim didn't let that discourage him, and he became a fixture on local station platforms, aiming his 2¼x4¼ Eastman box camera mainly at standing locomotives and trains. But the strictures of roster portraiture seemed confining once he discovered the picture books of Lucius Beebe. The pioneering series from publisher Appleton-Century—*High Iron* and *Highliners*, among others—emphasized blazing three-quarter views of steam trains at speed. Scribbins was hooked. "That's what got me into action photography."

The young Milwaukeean also found new ways to become immersed in railroading. He spent a good portion of his time on the second shift at the Milwaukee station, hanging out with engineer Roy Kelly on one of the depot switch jobs. Jim recalls that Kelly was often assigned a fascinating new diesel, SW1 1630. "The last thing we'd do every night was use that engine to shove train 57 [the *Fast Mail*] out of the depot."

Upgrading his cameras and joining the ranks

In 1946, Jim graduated from high school. He also moved up a grade in camera equipment, replacing his little box camera with an Eastman Vigilant 616, a graduation gift from his parents. With its extremely sharp lens, 1/400-second shutter speed and straight-on viewfinder, the folding, roll-film Vigilant enabled Jim to significantly improve his pictures. It would become his workhorse camera for nearly a decade.

Family tradition pushed Jim toward the inevitable, and on July 17, 1948, he began his railroad career, hiring out with the Milwaukee Road as a telephone information clerk at the downtown





Soo trains 1 and 2, the daytime Chicago-Stevens Point (Wis.) locals, kept 4-6-2's busy late in the game and were photographers' favorites. No. 2 nears Colgate, Wis., behind the 734 on October 6, 1954.

MILW Passenger Extra 105A West, the first varnish here in six years, is flagged over a crossing in Palmyra, Wis., by the station agent on October 26, 1961. The 17-car train was carrying activated Wisconsin National Guard 32nd Division units to a UP connection at Omaha bound for Fort Lewis, Wash.



depot. Before long he was a passenger agent. Thus began a career steeped in the ancient rituals of a big-city passenger station and the fascinating minutiae of the public timetable and the *Official Guide*. Jim became the "answer man" for two generations of Milwaukee train travelers, booking passage on every conceivable Milwaukee Road train as well as selling interline tickets on dozens of other railroads.

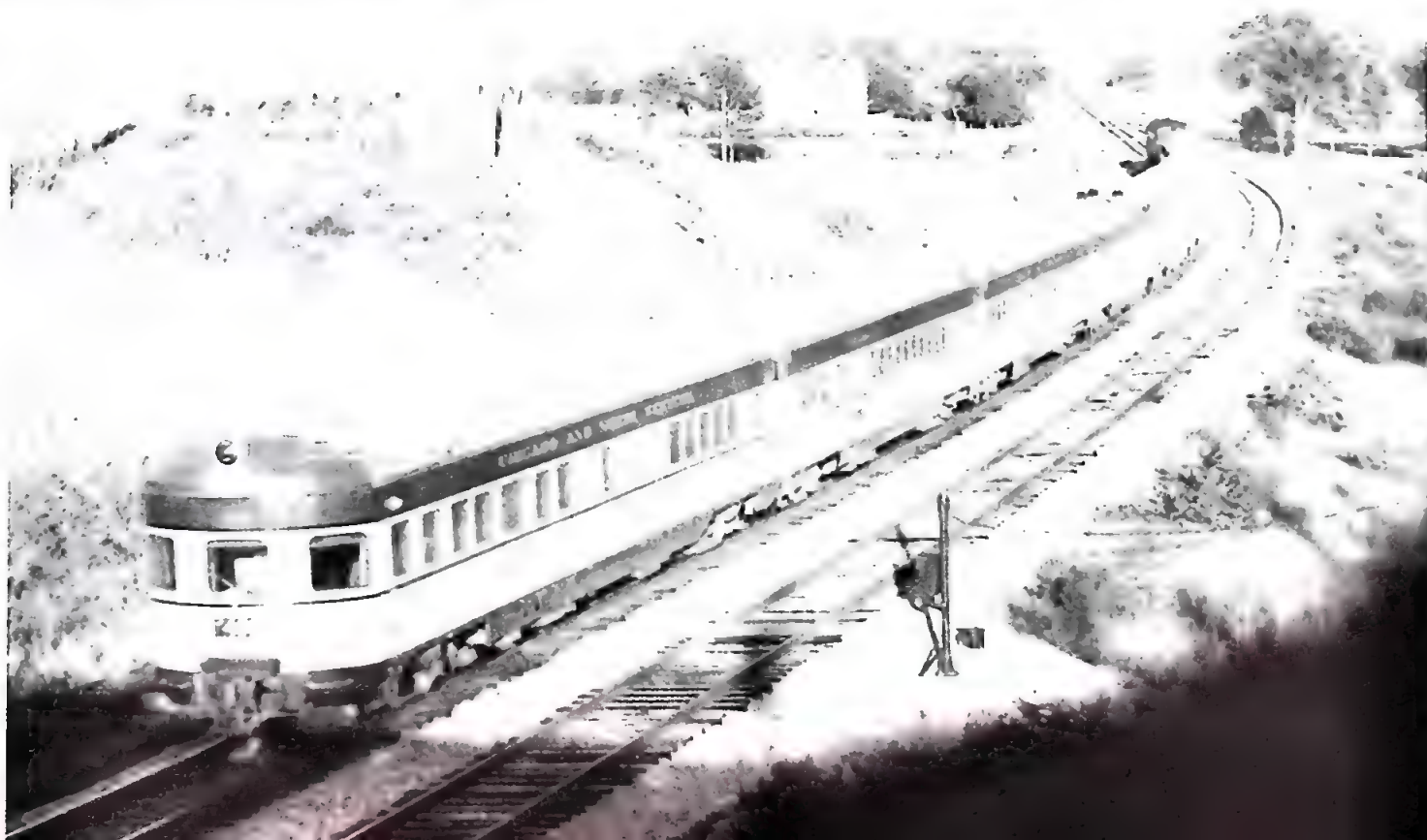
From the get-go, Jim could tell you just about anything you'd want to know about Milwaukee Road's trains—whether the *Sioux* had a café-parlor car (it did, between Madison and Chicago) or what time the northbound *Copper Country Limited* called at Crivitz, Wis. (1:46 a.m.). Jim invariably knew, probably without looking it up.

He also kept up with his photography. Jim retired the Vigilant in 1955 when he decided to experiment with a Zeiss Ikon Ikonflex twin-lens reflex. "By that time the square format was all in vogue," he says of the 120 film he used. But he was less than satisfied with the camera's 1/300 shutter speed and a lens he describes as "less than sharp." A year later he bought a Minolta Autocord, another twin-lens, square-format camera that served him faithfully until 1990. "That camera was crackerjack," he says.

There were other cameras along the way: an Argus C-3 he bought for Barb in 1958, and later a Pentax SLR, with which he experimented with color slides. "But my mainstay was black-and-white photography. I never got into slides." And that Minolta was perfect for his purposes.

Of course, to be a complete black-and-white photographer, Jim had to master the darkroom. He credits local Milwaukee photographer Dick Nation for teaching him to develop film and make prints. "Early on it was very primitive," he says. "I

Flagship of the North Western, the 400 from the Twin Cities to Chicago—train 400, of course—nears North Lake, Wis., 30 miles out of Milwaukee, on September 23, 1950.

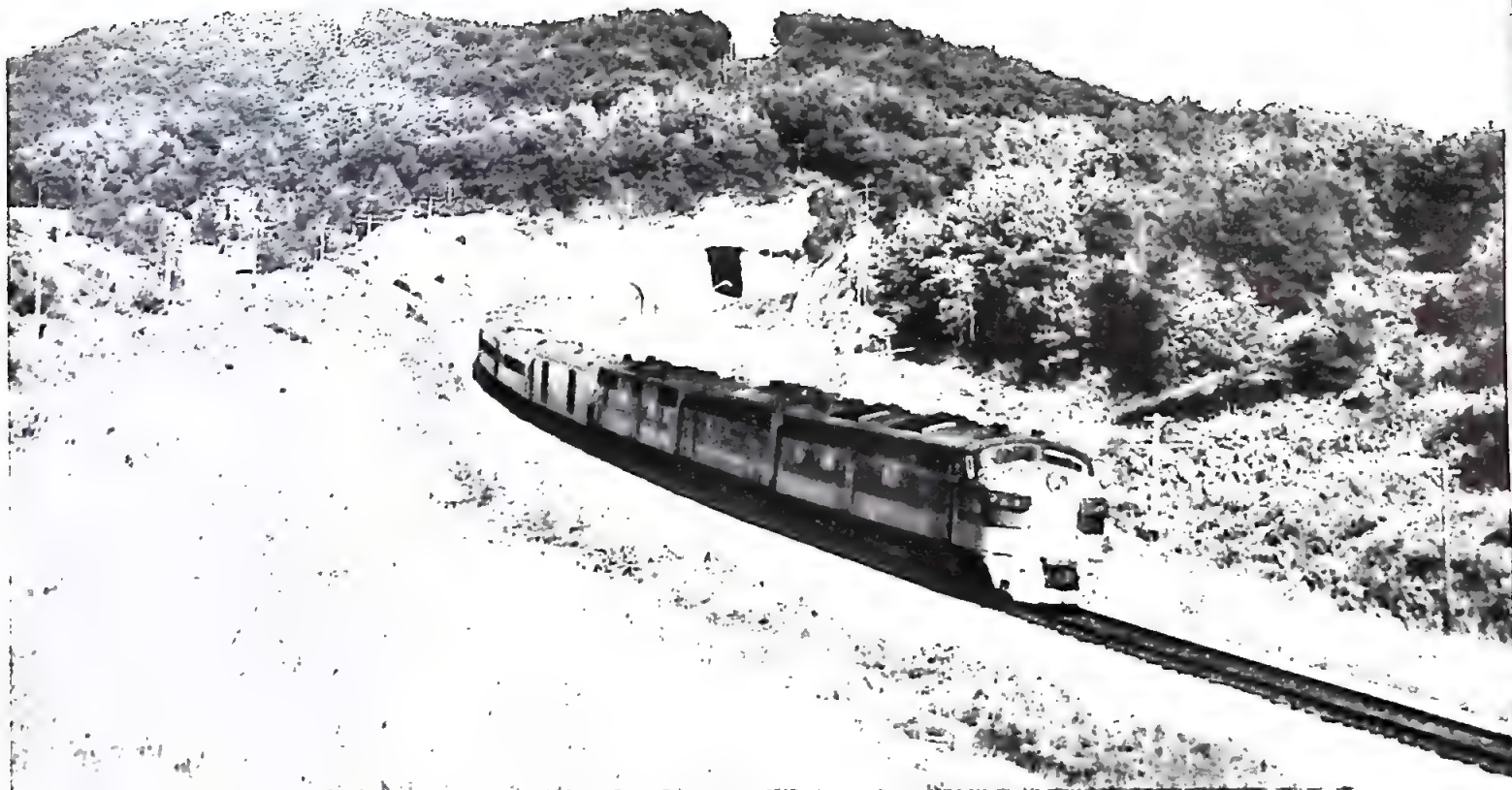




Last run: The crew of C&NW's Marshfield-Fond du Lac (Wis.) local 10 poses on April 5, 1954, at Princeton, Wis., the hometown of former CLASSIC TRAINS librarian Nancy Bartol, who recently retired after 44 years at Kalmbach Publishing.

OK, so it's not a passenger train, but Illinois Central gave up its mixed-train accommodation to Madison, Wis., during World War II. In March 1954, Mikado 3962 and wooden caboose 9149 were busy in IC's Madison yard next to the university campus.





walled off portions of the basements of the various houses we owned, usually with no running water for the print washer. It was slow going because it was so very primitive."

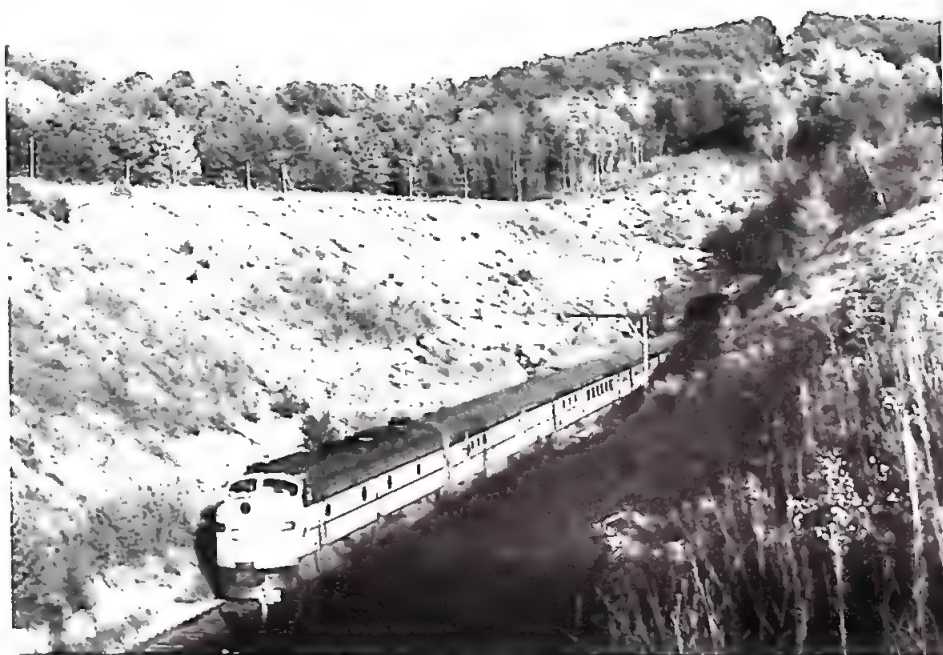
Still, he managed to crank out some first-class photos. Many, of course, depicted passenger trains around Milwaukee. But he also ranged farther afield, mostly in Wisconsin, depicting the drama of Milwaukee's high-speed *Hiawathas* and C&NW's 400's, as well as the Soo's pastoral day-coach trains. Over time, his photos attracted the attention of a new friend, a skinny Southerner who had recently reported for work at *TRAINS*, just five blocks north of the depot.

Beginning the acquaintance with *TRAINS*

David P. Morgan probably spent a goodly portion of his 20's and 30's hanging around places like the Milwaukee station. Jim recalls he met Morgan "probably within a month of his arrival" from Texas. In his bachelor days [Morgan married Margaret in 1961], the editor often made the trek over to Everett Street after work, looking forward to the evening parade of passenger trains.

"Dave never said all that much," Jim recalls. "He tended to show up in time for 57, then hang around for a couple of hours, talking railroading between customers." Eventually, the editor talked the passenger agent into writing stories for the magazine. Gradually, Morgan became Scribbins' great patron, coaxing him to write on a number of subjects. Jim went on to have more than a dozen bylines in *TRAINS*.

Morgan was glad that Jim provided his own photos, and was especially grateful for his penchant for shooting diesels. By the early 1950's, Morgan knew he had to sell his readership on the new motive power, or his magazine was in a lot of trouble. Jim's pictures helped. "I'd bring prints in



to work and show them to him when he came by, and he would say, 'Yeah, we can use this!'"

At the same time, Jim became the *de facto* travel agent for all of Kalmbach's inveterate train-riders. "Soon I was arranging business travel for all those guys, Al Kalmbach, Dave Morgan, Hugh Stephens, Joe O'Hearn," he recalls. These were savvy customers, looking for the most exotic routes and most unusual equipment, no matter the inconvenience. "In many cases they were urging me to find them the most difficult way to get anywhere."

Scribbins' creativity with a timetable led Morgan to commission him to create something new for the magazine: "TRAINS Tripmaster," a short-

Cruising through the adjacent twin bores at Tunnel City, Wis. (there is actually a third visible: MILW's original unused one, to the right), are Milwaukee 101, the *Afternoon Hiawatha*, in July 1955, and North Western 519, the *Dakota 400*, on September 19, 1957.



Chicago limiteds:
When Jim Scribbins
traveled, he always
aimed his camera at
the local stars. At St.
Louis on February
22, 1954, Wabash's
Banner Blue backs
into Union Station as
GM&O's *Ann Rut-
ledge* departs, while
at 8:15 on a hot July
1952 morning, Mo-
non 6, the *Thorough-
bred*, leaves Louis-
ville, Ky., for Chicago.



lived, five-part series that ran from April 1957 until March 1959. Promising to help readers get more for their railroad dollar, each piece featured as much scenery, routes, and equipment as Jim could cram into a single trip. Although the pieces were bylined, Morgan didn't identify Jim other than to say the stories were "compiled by an expert on trains and tariffs."

From ticket clerk to p.r. man and author

In the two decades to follow, Jim endured the gathering gloom surrounding his Milwaukee Road. He worked for the Passenger Department until Amtrak came along on May 1, 1971, then took a new assignment as a freight clerk. The Milwaukee stumbled through the 1970's, watching its traffic and its financial fortunes steadily diminish until the road declared bankruptcy in 1977. The abandonment of the Western extension in 1980 was an especially sharp blow to the entire Milwaukee Road family, including Scribbins.

On the bright side, on January 1, 1976, the former ticket agent won a choice new assignment, joining the railroad's public relations office in Chicago. There he worked for Wally Abbey, a one-time *TRAINS* managing editor who had gone on to several notable jobs in the industry, including a memorable stint running p.r. for the Soo Line. Abbey came to the Milwaukee Road in 1975, and he handpicked Jim for his staff. It was a great job: Jim traveled the length of the system, from Louisville to Seattle.

Despite his employer's financial problems, these were heady times for Jim Scribbins the author and photographer. In 1970, Kalmbach published *The Hiawatha Story*, Jim's first book and an instant classic. Expertly written by Jim and beautifully designed by Kalmbach's art department, the book featured 58 of Scribbins' own photos. The book also served as a template for his next major work, *The 400 Story*, which PTJ Publishing released in 1982. Jim went on to write three more books: *Milwaukee Road Remembered* (Kalmbach, 1990), *The Milwaukee Road in its Hometown* (Kalmbach, 1997), and *The Milwaukee Road: 1938-1985* (Heimbürger House, 2001).

Jim faithfully executed his p.r. duties despite all the unhappy news that came from his employer as it lunged toward liquidation. He retired on September 30, 1985. Three months later, on December 31, 1985, the last day of operations for the Milwaukee Road before Soo Line's purchase took effect, Jim photographed a westbound freight rumbling across 13th Street in Milwaukee. It was the last black-and-white photograph he ever took. "For a while there, it looked like my last day and the Milwaukee's would be one and the same."

As disappointing as the Milwaukee's demise was for Jim, the bankruptcy couldn't diminish his enthusiasm for the company's history. With an eye toward posterity, Jim helped research and catalogue a huge portion of the Milwaukee Road corporate archives, donated to the Milwaukee Public Library in 1983. (Other portions of the collection are in the Barriger Library at the University of Missouri-St. Louis.) Future generations of

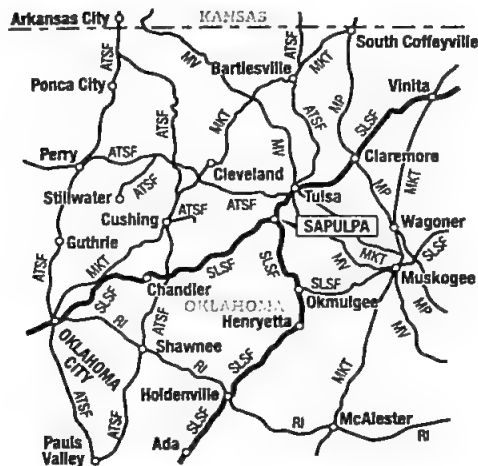


historians will be indebted to Jim for the long hours he spent in the library's high-ceilinged Humanities Room, sorting through thousands of company 8x10's, engineering drawings, and official correspondence.

Jim looks back on his own photographs with pride, and with bemusement. He's reluctant to make much of a fuss about them. He sees them as straightforward, self-explanatory. But they also betray the photographer's passion for that world he embraced. He certainly followed the advice of Dorothea Lange, the doyenne of Depression-era photographers: "Pick a theme and work it to exhaustion . . . the subject must be something you truly love or truly hate." For Jim, it was all about the former. **E**

Twin Cities celebs: "The deuce," Milwaukee train 2, the *Afternoon Hi*, shares a Minneapolis platform on May 14, 1966, with Rock Island's overnight train 16 from Kansas City. Today you can ice-skate here. On August 22, 1949, an almost-all-dome *Afternoon Twin Zephyr*, CB&Q 23, highballs by La Grange, Ill.





One day at . . . Sapulpa, Okla.

By J. David Ingles • Photos by the author

There's a family story to how I came to pause at Sapulpa, Okla., briefly on an afternoon in early December 1960 whose exact date now is lost to history.

One of the "drills" my late father, John, followed in our travels over the

Soon after our arrival, at 3 p.m. according to the clock on the Meadow Gold billboard visible to Route 66 drivers (top left), came Frisco time freight 34 from the Dallas area, a couple of hours off its *Official Guide* schedule, behind five cab units led by F3 5009. Dad just watched as I photographed the units as they passed; among them were Frisco's first F3, 5000, and EMD-re-engined FA 5204 trailing.

years was to show his only son the places of his own youth. We missed only one of seven (in six states): Arkansas City, Kans., where Dad lived as a young child after his mother returned there from Minnesota following the death in 1911 of her husband (my dad's father), Charles Delbert Ingles. They lived in Glenwood, Minn., where Charles, your classic railroad "boomer" conductor of the pre-union-seniority era, was working for the Soo Line, having followed the harvest north after working on the Santa Fe out of "Ark City."

Back in Kansas, Dad's mother soon remarried, having met a man who, after a short time, would move south to man-



Frisco's grand Sapulpa depot, in this photo that looks north, sat inside the junction of the main lines from Oklahoma City and the Dallas-Fort Worth area. If you look closely, you'll see that the home signal for the Texas route is lined for a northbound, which was train 34.



Soon after 34 passed, out from Cherokee Yard came train 31 for Oklahoma City, led by F3 5013 and EMD/Alco cab units. Soon afterward we shot a Cherokee-bound local behind GP7 576. At the yard, we found several more GP7's, including class unit 500, more F's, and a hump engine of twin 1,000 h.p. Fairbanks-Morse switchers and brake slug X82, made from a 2-8-2 or 4-8-2 tender frame.

age the downtown hotel in Cushing, Okla., an oil-boom town and Santa Fe division point on a secondary line 115 miles south of Ark City. Cushing was also on the Katy's Parsons (Kans.)-Oklahoma City line, 65 miles northeast of the new (1907) state's capital.

In early December 1960, family business took Dad from our Detroit-area

home to Oklahoma City, and I tagged along. We traveled by train, of course, via St. Louis on the *Wabash Cannon Ball* and Frisco's overnight *Meteor*. This was my first visit to the Sooner State, so while Dad was conducting business, I checked out the capital city's railroad facilities in his rental car, photographing "exotic" (to me) items on the Frisco,



Rock Island, and Katy. Somehow I didn't see much, if any, Santa Fe.

After Dad's obligations were concluded, the next obvious step was for him to show me Cushing, where he spent his grade-school years (his high-school years were in a Kansas City, Mo., suburb). So we drove via Cushing to Tulsa, there boarding the *Meteor* for the return train trip home. (My photo of a never-used, USRA-built ATSF coaling tower in Cushing, deep in oil-burner territory, appeared in May 1961 *TRAINS*.)

We left Cushing in midday, and by 2:30 or so we were in Sapulpa, where a lineup of recently retired electric equipment of the former interurban Tulsa-Sapulpa Union grabbed Dad's attention (traction was high on his interest list).

During our brief time in Sapulpa, the Route 66 town 14 miles out of Tulsa where Frisco's lines from Oklahoma City (and beyond to Quanah, Texas) and Dallas-Fort Worth came together, the SLSF treated us to the action you see pictured here. After the three trains passed, we headed on to Tulsa, stopping first at Frisco's Cherokee Yard for a few shots. Then it was on to Union Station to change our Oklahoma City-St. Louis sleeper tickets to reflect our boarding at Tulsa, photographing the depot (as was Dad's custom) and an eastbound freight just before sunset. After dinner and turning in the car, we boarded the *Meteor* for the 9:45 p.m. departure.

My rail-exploration thrills on this trip would not be over. Next morning, my friend Dick Wallin of St. Louis met us off the *Meteor* at suburban Webster Groves, and the three of us spent the day checking out the Gateway City's rail

A lineup of retired Tulsa-Sapulpa Union electric equipment parked across Frisco's Texas line from the Sapulpa depot first caught Dad's eye. Behind express motors 202 (out of photo to the right) were sister 203, steeplecab freight motors 1004 and 1002, and boxcar 504. The interurban, which quit passenger service in 1933, had just dieselized.

facilities. The following morning, after an overnight sleeper ride on Baltimore & Ohio's unnamed train 12 to Ohio's Queen City, I was treated to the morning rush on the platforms of Cincinnati Union Terminal during our two-hour layover before leaving at 9:50 a.m. on B&O's *Cincinnatian* for Detroit.

All three interludes on this Oklahoma trip helped fuel my desire to learn all that I could about all newly visited railroad points. ■



Just before sundown, as we reached Tulsa Union Station to change our tickets, Kansas City-bound freight 130 rumbled through downtown behind an A-A-B-B-A set of F units, with 5017 leading and 5003 trailing. The 1931-built depot head building survives today in office use.

Cab-forward curtain call



On Friday, November 29, 1957, AC-11 No. 4274, the first SP cab-forward to be called for revenue service in a year's time, moves off the turntable at Roseville, Calif., for a final break-in run before the weekend farewell excursion over the Sierra Nevada.

Fifty years ago, Southern Pacific turned a 4-8-8-2 loose on Donner Pass for a glorious final run

By Tom Gildersleeve



The 4274 puts on a steamy show as it moves from the Roseville roundhouse to the break-in track on November 29, the day before its final trip east over the Sierras.

December 1, 2007, will mark the 50th anniversary of a landmark event in the history of steam railroading. On that date in 1957, Southern Pacific killed the fire on the last cab-forward locomotive ever to move under its own power. This closed a chapter lasting almost five decades, during which the cab-forward had been the quintessential SP locomotive design, a virtual trademark for the carrier.

SP for much of its history had more mountain summits, more tunnels, and more miles of snowsheds than any other U.S. railroad. In 1908, just four years after the first U.S. Mallet was built, SP bought two 2-8-8-2's of conventional (rear-cab) design and tried them out on "The Hill," as the tough line over Donner Summit in Northern California was known. Their pulling power was indisputable, but the large volume of exhaust gas they produced made the cabs virtually unlivable in the miles of snowsheds and tunnels on the Donner line.

SP solved the problem by redesigning the locomotives to put the cab in front. Since the engines were oil-burners, there was no need to run the tender near the firebox, and the engines were also designed to run "backwards," with the tender behind the smokebox. This put the crew well forward of the exhaust, with its noise, fumes, and heat. The first group of the newly designed locomotives was built by Baldwin (which would build all subsequent cab-forwards, all for SP) in 1909.

With the smoke problem solved, SP continued to acquire cab-forward Mallets in the 2-8-8-2 wheel arrangement until it had 49 of them. As these were being delivered, SP in 1911 also received a dozen 2-6-6-2 cab-forward Mallets for passenger service, but because of unstable tracking characteristics that gave them a tendency to derail, SP almost immediately rebuilt them as 4-6-6-2's. In 1927, SP converted all its early cab-forward Mallets to simple articulateds.

The real show-stoppers in the cab-forward fleet were the 4-8-8-2's, simple articulateds that began arriving in 1928. The simplified 2-8-8-2's were classified AC-1 through AC-3, and the 4-8-8-2's picked up at AC-4. Technically, the new AC's qualified as a Yellowstone wheel arrangement (2-8-8-4) designed to run backwards. The fact was,



Three photos, Tom Gildersleeve

At SP's Sacramento station on the morning of Saturday, November 30, the diesels that brought the excursion train up from Oakland have cut off and the star attraction, 4-8-8-2 No. 4274, backs down to take their place.



Tom Gildersleeve

Dubbed the "Sierra Daylight" by trip sponsor California-Nevada Railroad Historical Society, the train works its way up grade at Alta. Depending on where one boarded, fares for the two-day trip ranged from \$14.75 to \$17.75.

though, that the four-wheel lead truck had as much to do with maintaining stability at speed as it did with supporting a large firebox. Nonetheless, if the cab-forward 4-8-8-2 is considered a Yellowstone, then SP beat the recognized first 2-8-8-4 owner, Northern Pacific (which named the type) by a year. SP's AC-4 class, which weighed 614,600 pounds, would qualify as the lightest locomotives of the wheel arrangement. By the time SP's AC-8's arrived in 1939, their weight had increased to 657,900 pounds, making them heavier than Baltimore & Ohio's class EM-1 2-8-8-4's but still relatively light by Yellowstone standards.

The AC's were one of the most successful fleets of articulated locomotives to operate in the United States. Unlike most articulateds, which tended to be custom-designed with a specific grade in mind, the cab-forward 4-8-8-2's were planned as universal engines to work all of SP's mainline grades. SP had 195 of them, one of the largest fleets of articulated locomotives of a single wheel arrangement on any U.S. railroad.

Among articulateds, they were not the biggest, heaviest, most powerful, or fastest, and did not have the highest tractive effort, but they represented a highly versatile design which enabled them to operate routinely all over SP's Pacif-

The 1943 Baldwin mimics an erupting volcano as it storms up Donner's 1.9 percent grade at Soda Springs. Three miles ahead is the summit, then the long descent to Reno.

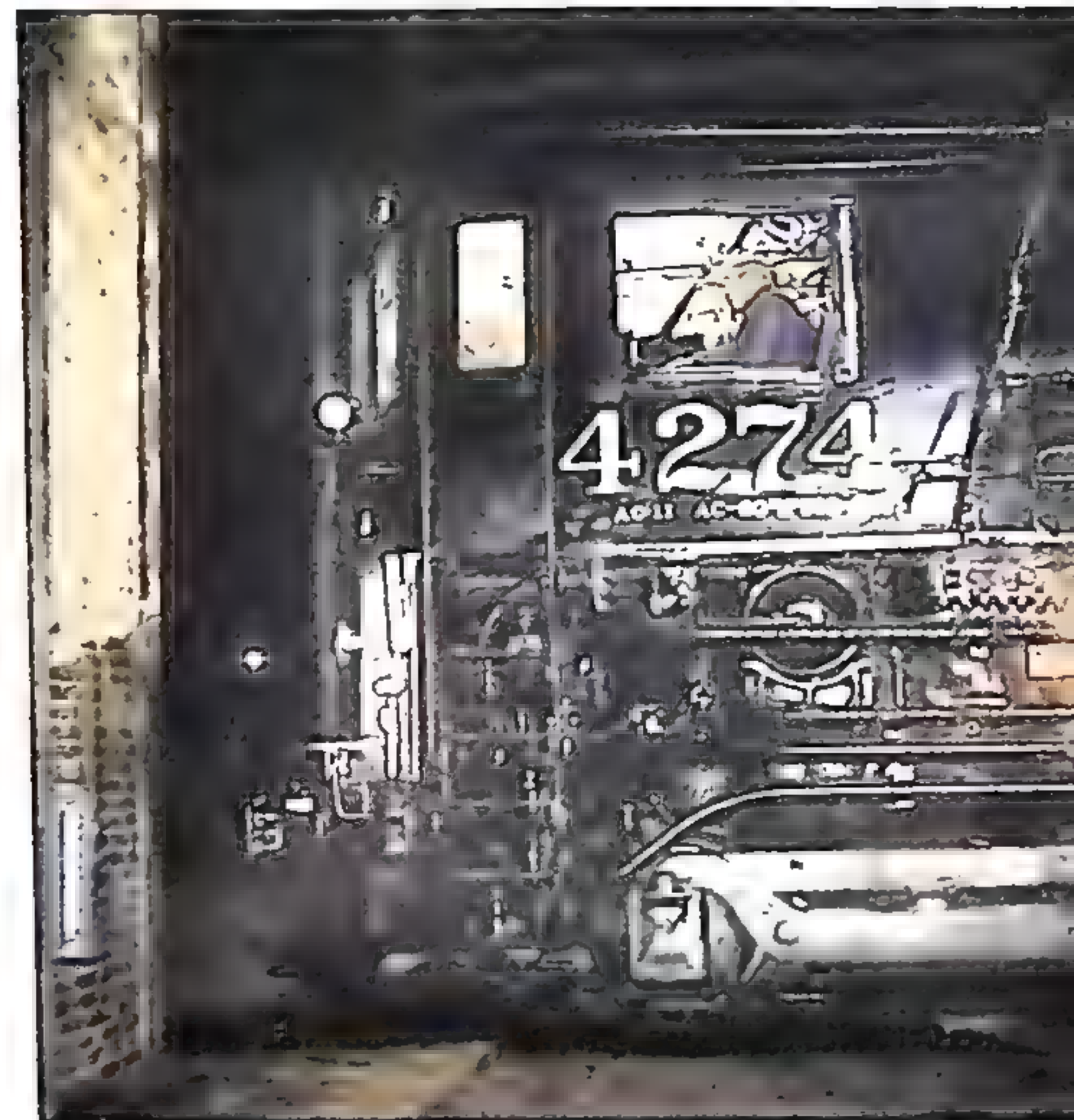


In late-afternoon sunlight along the Truckee River near Boca, Calif., 27 miles from the special's November 30 destination of Reno, Nev., Extra 4274 East meets a set of "Black Widow" F units on a westbound freight.



C. G. Heimerdinger

The 4274 spent the night of November 30-December 1 at the SP roundhouse in Sparks, 3 miles east of Reno, as seen in author Gildersleeve's first successful night photo.



Tom Gildersleeve

ic lines. Each one could churn out about 7,000 horsepower, and three of them could handle just about any type of freight train on Donner or any other major SP grade. They were designed for a top speed of 75 mph, enabling routine use in passenger service on lines with mountain grades. Very few of SP's mountain main lines in the West did not see the AC's—they were the steam-age equivalent of a fleet of mass-produced, high-horsepower diesels.

Igrew up in Southern California, and saw and admired cab-forwards just about any time my family made a trip. As a youth I started photographing SP and Santa Fe steam sporadically from 1948 onward, but it was not until summer 1956 that I truly realized steam was disappearing. If I wanted a photographic record, it was now or never. By that time, steam was gone from Southern California, but fortunately, I was going to college in the San Francisco Bay Area, which turned out to be the last bastion of SP steam. Between September 1956 and January '57, I spent all my free time photographing SP steam, including quite a few cab-forwards on Altamont Pass between Niles and Tracy. The AC's were my favorite locomotives, but despite my efforts, I was not satisfied with my photographic coverage of them.

AC-10 No. 4211 made what was thought to be the last revenue run of a cab-forward on November 30, 1956, and SP parked its remaining standard-gauge steam power in California in January 1957. Many railfans anticipated a resurgence of steam during the spring and summer perishable traffic rush, and the railroad itself continued to shop some engines in anticipation of a return to service. But diesel orders were filled in time to meet that need, and mainline steam never again operated in regular service on the SP.

Although regular steam was dead, the railroad did operate occasional steam excursions in 1957, mostly behind 4-8-4's and a smattering of lighter power. Later that year,



C. G. Heimerdinger



Tom Gildersleeve

Having crested the summit, the westbound excursion rolls around the horseshoe curve at Blue Canyon on December 1. Sand deposits on the upgrade track tell of the difficulties faced by eastbounds on "The Hill."



Tom Gildersleeve

4:30 p.m., close to sunset. After the train left for Oakland behind diesels, I spent a little time at dusk just admiring the 4274, which looked a bit forlorn as it quietly sat there oozing steam. I realized that it would likely be the last time I would ever see a cab-forward under steam. It was, although SP continued to run occasional excursions into 1958 with a variety of other types. The official farewell to steam trip was behind 4-8-4 No. 4460 on October 18-19, 1958, retracing the itinerary of the 4274 outing the year before.

Despite the "official" status of that farewell run, the system continued to operate steam in regular service in two locations. Steam lasted on the Nacozari line into Mexico out of Douglas, Ariz., into early 1959, and SP also kept narrow-gauge 4-6-0 No. 9 as a standby engine for a GE diesel until the Owens Valley (Calif.) 3-foot-gauge was abandoned in 1960. In a twist of fate, No. 9 was called into service while the diesel was shipped in 1959, and, when it made its final run on August 25, closed out the steam era on SP.

Engine 4274 did turn out to be the last cab-forward to operate, and was among the last 4-8-8-2's to survive on SP; it was vacated from the roster in February 1958, only about two and a half months after its landmark trip, and scrapped in 1959. AC-12 No. 4294, the last steam locomotive purchased new by SP, is the only surviving example of the type. It was placed on the lawn in front of the Sacramento depot in 1958, where it was on display until 1967, when it was removed to facilitate freeway construction. It was then kept in storage for a number of years, and eventually ended up in the California State Railroad Museum in the capital, where it constitutes a prominent display, perhaps the museum's most impressive one.

Since that weekend, I've had a half-century of train-chasing to improve my photographic skills, together with a bevy of far superior cameras, lenses, and films for most of that time. Yet for me, that last run of a cab-forward still ranks as the steam chase of a lifetime! ■

In the days before diesels and their dynamic braking, a train's descent of a mountain could be as visually dramatic as its ascent. Brakeshoe smoke swirling around the cab-forward's special attests to the severity of the 2.4 percent grade at Blue Canyon, Calif.



C. G. Heimerdinger

Southern Pacific 4274 heads toward the setting sun—and into the history books—as she nears Roseville on December 1, 1957. Within the hour, diesels will be forwarding her train to Oakland and she, like all her cab-forward sisters, will be out of work forever.

Broadway Limited

Pennsy's turn in Tinseltown

Seven years after NYC's top train starred in a 1934 film, another Chicago-New York flyer hit the big screen

By Les Hammer

On a wind-swept day in Chicago, freight trains rumble through the railroad yards, past a local beanery.

Inside, a motley crew of engineers, firemen, and hostlers crowd around engineer Maurice "Mike" Monohan, who is building a column of matchsticks. His concentration is broken by the counter man, who informs him that he has a telephone call. Monohan misplaces a match—and the structure collapses in a heap of sticks. Exasperated, he goes to the phone.

"Hello!" snarls the gruff, good-hearted hogger, who wilts like a dandelion puff at the familiar voice of his girlfriend, Patsy Riley. "Oh, hello," he coos. "When did you get in?"

"We just arrived," she answers. "We're leaving this afternoon on the Broadway Limited."

"On the Limited?" Mike Monohan's face lights up. "Why,

that's my train. I'm the engineer."

"Maurice, darling," she purrs. "Would you do me a little favor?"

"Anything for you, honey," he says, warming to the prospect. "Why, I'd give you my arm right up to there . . ." He stops in midsentence. "You've gotta have a baby?"

Shocked, Monohan claps his hand over the mouthpiece and looks around the room, fearing for his reputation. To his relief, Patsy explains that her boss—the famous film director Ivan Ivanski—needs an infant for a publicity stunt.

"And you want me to get it?" he asks.

"I knew you wouldn't let me down," she answers. "But we must have it by train time."

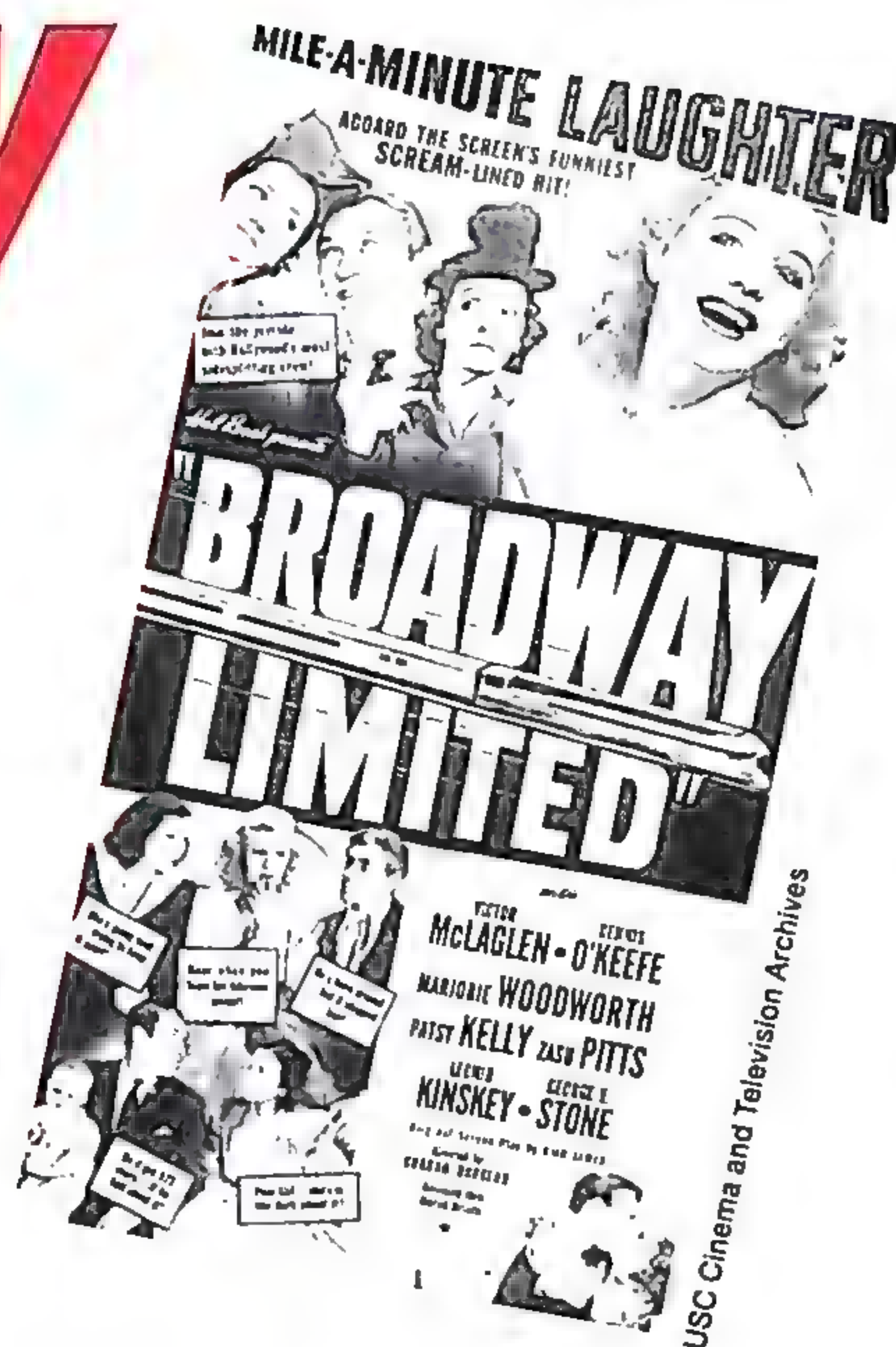
Dejected, Monohan hangs up. "A baby," he mutters. "How am I gonna get one?"

In 1941, the Pennsylvania Railroad's *Broadway Limited* made its belated film debut, seven years after its New York Central rival took to the screen in the screwball comedy *Twentieth Century* [Fall 2007 CLASSIC TRAINS]. Although the movie *Broadway Limited* lacked the star power and wit of its cinematic predecessor, the low-budget comedy, produced by a failing film studio, recreated the splendor of a legendary train on a studio soundstage. And it answered *Twentieth Century*'s lack of actual train footage with dozens of trackside and engine-cab scenes.

Since their launch on the same day—June 15, 1902—PRR's *Broadway* (initially called *Pennsylvania Special*) and NYC's *Century* were the top New York-Chicago trains on the nation's two lead-

ing railroads. The flagship trains battled each other with all-Pullman accommodations, identical fast schedules, and the most up-to-date equipment. Streamlined, all-private-room versions of the two limiteds debuted on June 15, 1938. Despite their intertwined histories, the trains were not equals in terms of ridership, the *Century* being far better patronized until after World War II.

In 1940, Hal Roach Studios, which had given the world the comedy team of Stan Laurel and Oliver Hardy, teetered on the edge of bankruptcy. After 13 years, Laurel and Hardy—tired of working for flat salaries while their pictures reaped millions at the box office—walked off the Culver City lot. For Hal Roach, the loss of his biggest stars, coupled with poor box-office receipts and



USC Cinema and Television Archives

unpaid production loans, spelled disaster. Putting on a brave front, the studio boss announced that he would produce six features for the 1940-41 season. Only three films made it out of the starting gate. One was *Broadway Limited*.

While Roach fretted about his sagging fortunes, Rian James—best known for his screenplay of the musical *42nd Street*—plugged away on a script. The none-too-original story—obviously derived from *Twentieth Century* and perilously close to copyright infringement—chronicled the exploits of a film director, Ivan Ivanski, and his glamorous star, April Tremaine. Between trains in Chicago, Ivan tells his protégée that a baby would be good publicity for her new movie. Offended by his proposal, April refuses. Undaunted, the director tells



Eddie Brandt's Saturday Matinee

his secretary, Patsy Riley, to procure an infant before they leave for New York. Patsy phones her friend, Mike Monohan, an engineer for the Pennsylvania Railroad. An acquaintance overhears his conversation and, to Monohan's surprise, produces a baby. With the infant in tow, April and her entourage board the *Broadway Limited*, with Mike at the throttle.

En route to New York, April cares for the baby, while Patsy befriends Myra Pottle, president of the April Tremaine Fan Club. On board, April encounters her old flame, Dr. Harvey North, who believes she is the child's mother.

After the train stops at the crew-change point of Fort Wayne, Ind., Mike climbs out of the cab and boards the train as a passenger. Picking up a newspaper, he reads about the kidnapping of

a baby in Chicago, and fears the worst—that he is an unwitting accomplice in the crime. When the *Broadway* stops in Pennsylvania for an emergency engine change, Mike leaves the child inside a small depot, but a sinister-looking man named Lefty puts the infant back on the train. When the *Limited* reaches New York, Ivan and his party learn that Lefty is the real father of the baby, which is not the kidnapping victim. In the final scene, April and Harvey decide to elope, while Patsy leaves her job to marry Mike.

Lining up a cast and crew

On April 26, 1940, the Hollywood trade paper *Film Daily* reported—prematurely—that Victor McLaglen and Victor Mature had been signed for lead-

Engineer Mike Monohan (Victor McLaglen) and his fireman (J. Farrell MacDonald) toil in a studio mock-up representing the cab of a 4-4-0 making 70 mph with the '38 *Broadway*.

ing roles in the film, to be directed by Richard Wallace. But Wallace moved on to another project, forcing the studio to find a replacement. In the meantime, Hal Roach booked a trip on the *Broadway Limited*. In the course of his journey, the studio mogul struck up a conversation with the train secretary, J. E. Popick. Queried about possible location sites for filming, Popick pointed out a scenic stretch of track at Tyrone, Pa., 14 miles east of Altoona. (Although the Tyrone depot does not appear in the final print, the nighttime engine-change sequence may have been filmed nearby.)

On July 26, 1941, six weeks after the movie *Broadway Limited* opened, star K4s No. 3768 pauses at Englewood, Ill., with the Chicago-New York *Trail Blazer*. Shrouding that covered the 4-6-2's driving wheels has been removed.



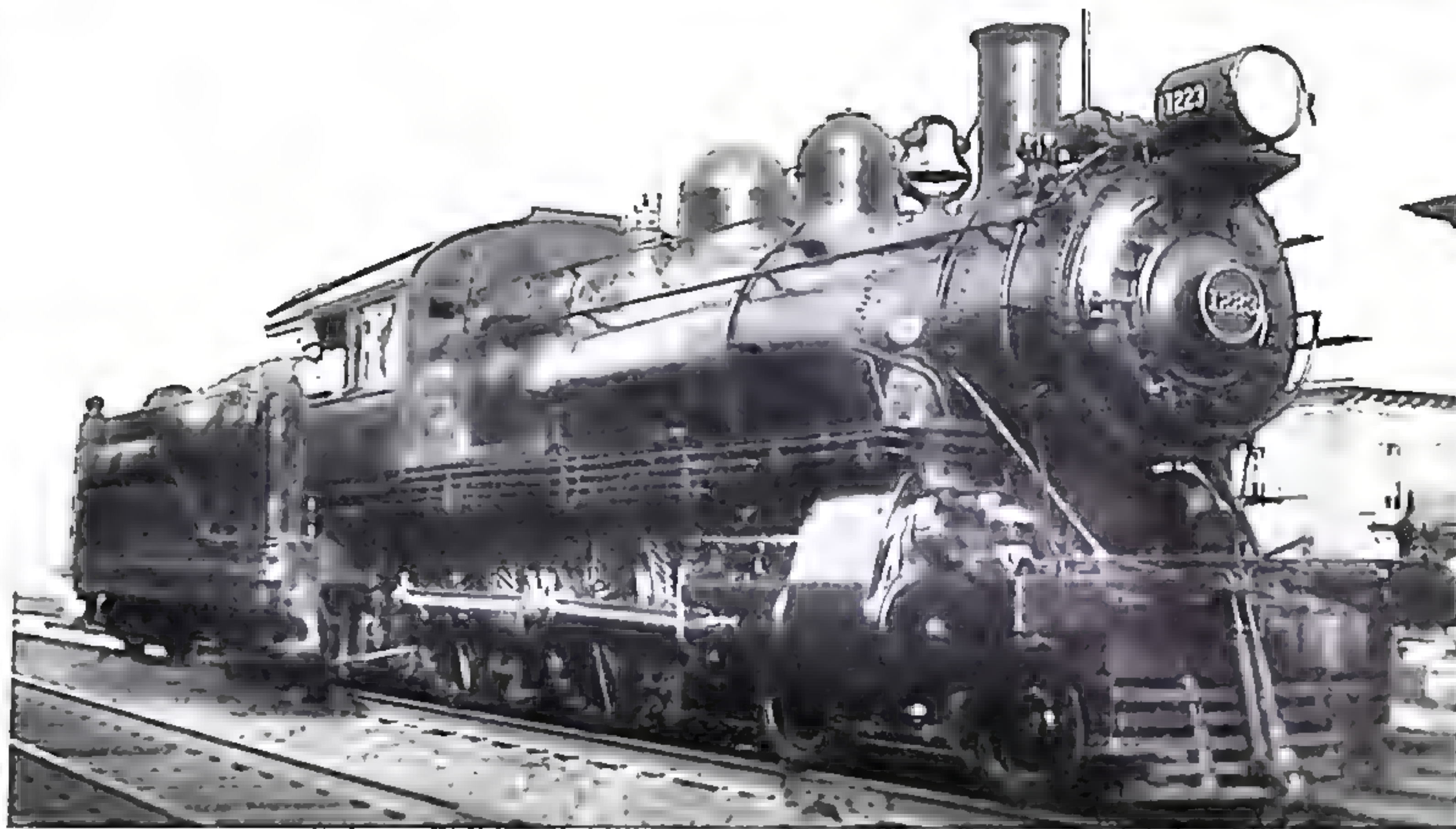
Paul Ellenberger

After returning to Hollywood, Roach marshaled his studio forces, putting *Broadway Limited* on the fast track to production. He put his 21-year-old son, Hal Jr., in charge of a second unit, filming on location along the PRR main line in Pennsylvania. Hollywood insiders scoffed at the assignment as nepotism. In spite of his relative inexperience and youth, the boss' son was a competent, if not great director.

Satisfied that his son could manage the second-unit company, Roach handed the directorial reins to Gordon Douglas. If the young director had any reservations after reading the first draft of the basically humorless and maddeningly pedestrian *Broadway Limited* script, he kept them to himself.

With a budget of \$409,000, Roach could barely afford one bankable star. For the part of the tough, two-fisted engineer Mike Monohan, he signed Victor McLaglen, best known for his Academy Award-winning performance in *The Informer* (1935). For his work in *Broadway Limited*, the 53-year-old actor would pick up a quick \$50,000.

In the role of screen siren April Tremaine, Roach cast a 17-year-old newcomer named Marjorie Woodworth, a former drum majorette at the University of Southern California with a few bit parts to her credit. Studio publicists (who gave her age as 19) hailed the blonde-haired, blue-eyed actress as the new Jean Harlow. Unfortunately, *Broadway Limited* would do little for her film



James H. Kauffman collection

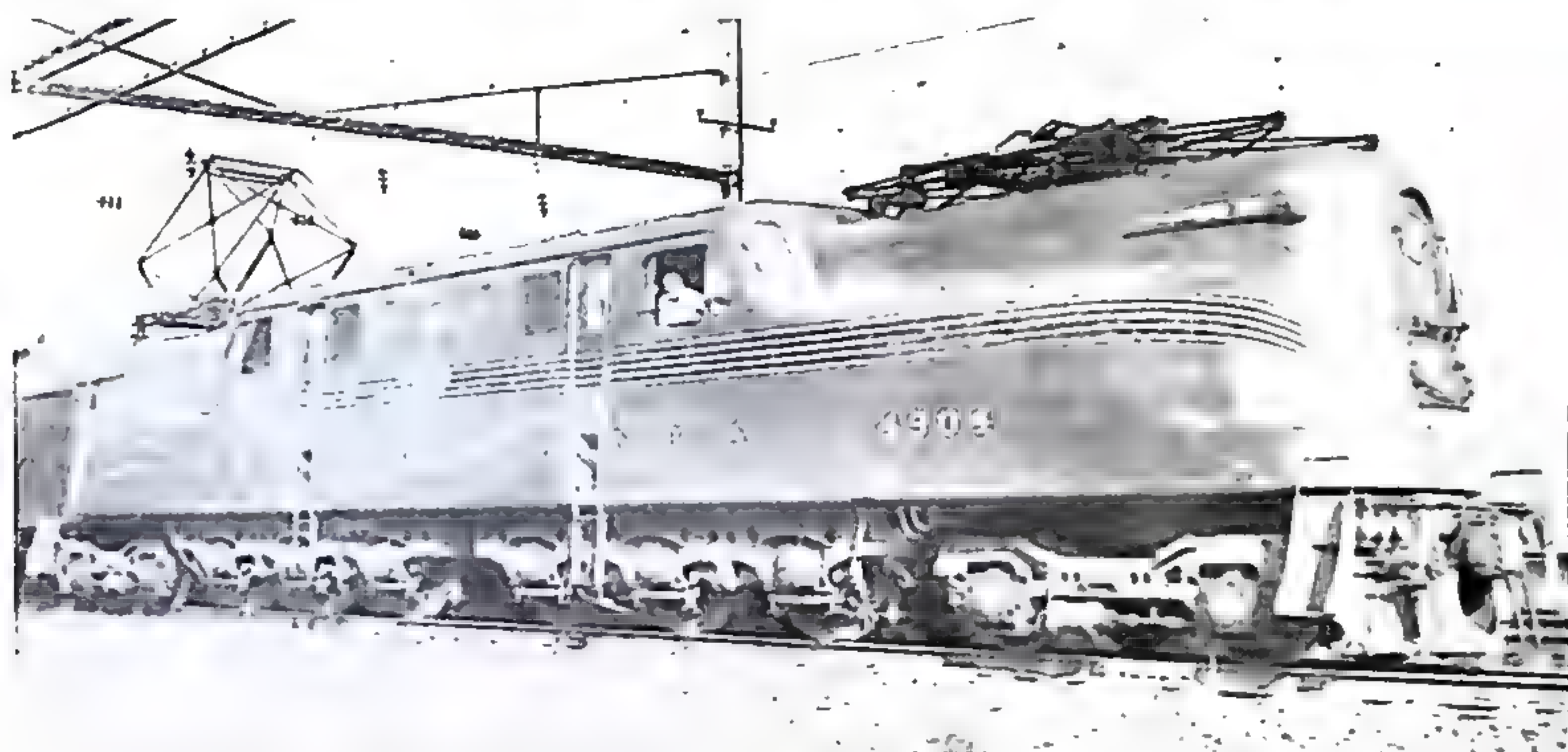
PRR class D16sb No. 1223, called a "1600" in the movie, waits at Mifflin, Pa., during filming.

career, which fizzled out in the 1950's.

The supporting cast included Leonid Kinskey, who played the bartender Sasha in *Casablanca*, as the temperamental impresario Ivan Ivanski. Actor Dennis O'Keefe, later the star of his own short-lived television series, played the love-smitten Dr. Harvey North. Actress-dancer Patsy Kelly and comedienne Zasu Pitts provided comic relief as Patsy Riley and Myra Pottle. For railfans, the most notable member of the cast was beloved character actor J. Farrell MacDonald as the scrappy superintendent who fires for Mike Monohan. A favorite of director F. W. Murnau, who cast him

in the silent classics *Sunrise* and *Four Devils*, the veteran actor made a virtual career of playing engineers in films like *The Iron Horse*, *The Signal Tower*, *Other Men's Women*, and *Phantom Express*.

Three other "cast members" deserve mention. K4s Pacific 3768, a 1920 product of PRR's Juniata Shops streamlined in 1936, appears numerous times speeding along with a 10-car train representing the *Broadway*. Perhaps to give the impression that the 3768 was not PRR's only fully streamlined 4-6-2 (which it was), the engine (and the studio mock-up of its cab) carried the number 3763 in the film. When the K4 is comman-



Bert Pennypacker; Harold K. Vollrath collection

GG1 No. 4904 is at Coatesville, Pa., in June 1952, 11 years after her role in *Broadway Limited*.

deered to power an emergency work train to save a town from a flood, D16sb 4-4-0 No. 1223 (Juniata, 1905) takes its place, and there are several scenes of the little engine incongruously heading the Fleet of Modernism consist down the Middle Division, across the Rockville Bridge, and into Harrisburg. Finally, brand-new GG1 electric 4904 whippers out of Harrisburg for New York.

Realism, courtesy of PRR and Pullman

On October 1, 1940, Hal Roach Jr. and his entourage arrived by train in Harrisburg, where they were met by PRR officials. Shortly afterward, the party boarded another train for an inspection trip west to Chicago. "This trip will give him an opportunity to determine just where he wants to take his shots for the picture," wrote G. E. Payne, public relations representative for the railroad. "We are ready to get under way whenever he is ready and want to cooperate fully." Indeed, evidence of Pennsy's cooperation is evident throughout the film, from a full-screen acknowledgement in the opening credits, to authentic equipment in authentic locations, to background sounds of PRR locomotive bells and passenger whistles.

In mid-November, a camera crew, led by Hal Roach Jr., filmed background footage, including exterior and interior shots at Union Station in Chicago and Penn Station in New York. In the midst of pre-production, the studio learned of a Pullman Company exhibit at the New York World's Fair, which was about to be demolished. Eager to save money on set construction, studio officials made arrangements to ship a mock-up of a sleeping car to Pullman's Calumet shops in Chicago for dismantling, then trans-

sembly. At the last minute, the studio cancelled the agreement, claiming that the revised screenplay made the mock-up inadequate for filming. Pullman then loaned the replica to another studio, 20th Century-Fox.

With a budget of \$39,000 for set construction, Supervising Art Director Charles D. Hall faced a daunting task of recreating the *Broadway Limited* on studio soundstages. With the help of his unit art director, Nicolai Remisoff, he amassed a collection of blueprints, drawings, and photographs, supplied by the PRR and Pullman. At their request, the railroad loaned an assortment of gauges, levers, and valves for the cab of a K4 to the studio. Upon delivery, Remisoff and his team of set designers installed the fixtures in a mock-up of the cab, built on a process stage. Another mock-up represented the cab interior of 4-4-0 No. 1223.

For interior scenes, Pullman provided blueprints and drawings for the observation car *Washington View* and six sleeping cars (including the sleeper-bar-lounge car *Colonial Fathers*)—all part of the consist the PRR assembled

Pennsy's cooperation is evident, from an acknowledgment in the opening credits, to authentic equipment and locations, to background sounds of PRR locomotives.

to represent the *Broadway* in exterior shots. The railroad supplied drawings and prints for the dining car. In a letter to the studio, George Kelly, vice president of the Pullman Company, stressed the importance of authenticity in recreating the interior of the *Limited*.

"In view of the expense you are going to in producing this picture," he wrote,



A four-page, 3x7-inch brochure issued by the PRR featured still photos from the movie and endorsements of the train by the stars.

if the interior sets and furnishings were not genuine replicas of the Pullman accommodations you will undertake to reproduce. The failure to reproduce accurately Pullman accommodations, fixtures, and facilities in scenes in some pictures in the past has caused criticism and some embarrassment to us."

(Although the studio sets may have been faithful to the blueprints supplied, the plans were not for *Broadway* cars. *Washington View* was identical to the *Broadway's* *Metropolitan View* and *Skyline View* obs cars, but was in fact assigned to the *Washington-Chicago Liberty Limited*. *Colonial Fathers* was a regular on the New York-Chicago *General* and had a different layout from the *Broadway's* midtrain lounges, *Harbor Cove* and *Harbor Springs*.)

Drama in a sardine can

Broadway Limited began filming on December 17, 1940, at the Hal Roach Studios, beginning with locomotive-cab scenes. From the outset of production,



CLASSIC TRAINS collection

"How'd Notre Dame come out?" Mike Monohan (Victor McLaglen) asks a fellow passenger in a studio replica of a *Broadway* obs-lounge car.

cult to stage a full-length comedy in the confines of a "moving" train.

"We had a bunch of characters getting in and out of complicated situations in the corridors and staterooms of a string of Pullman cars," he told a studio publicist. "One minute, we had them all crowded in a compartment. Getting characters out of a compartment was difficult because you couldn't dismiss a character by having him or her say, 'Pardon me while I get the hell out of the way by going to the baggage car for a while.'"

Writer Rian James made the same point. "It was the most difficult scenario on which I ever worked," he admitted. "The physical limitations were more rigid than those imposed by the stage. In *Broadway Limited*, we had to press drama out of sardines in a can."

While coping with the daily demands of filming on a tight budget, the director faced severe restrictions on shooting scenes with a baby (played by six-month-old Gay Ellen Dakin). Child-labor laws required that a nurse and welfare worker be on the set at all times. Moreover, an infant was not permitted to be under the hot lights for more than 30 seconds at a time, necessitating short takes.

Midway through production, Gordon Douglas filmed the first scene in the K4 cab, where Mike Monohan and his fireman make the run out of Chicago. Before the first take, cameraman Henry Sharp asked for a bigger blaze in the firebox, mounted in the prop cab. Obliging, a special-effects man turned up the flame. As the temperature rose, Victor McLaglen and his fellow actor, Eddie Acuff, took their places in the cab.

When the director called "Action!" McLaglen recited his first line ("You'll be on your own after we hit Fort Wayne!"), while tongues of flame shot out the firebox door. Alarmed, the studio fireman made a run for an extinguisher, but the director motioned him to a stop. Unfazed, Douglas waited for the actors to finish the scene, then yelled "Cut!"—just as McLaglen and Acuff leaped out of the cab, unnerved but unscathed.

Principal photography for *Broadway Limited* ended on February 1, 1941. With the last shot in the can, Hal Roach expressed high hopes for his newest picture. But the noted producer fought an endless battle with the ever-vigilant censor, Joseph Breen. To placate the Breen Office, the studio agreed to remove or tone down suggestive lines and situations, including an amusing double

entendre when Patsy exclaims, "I gotta see a man about a baby!" But the studio balked at cutting a scene where Myra and Patsy, while sharing a berth, mistakenly believe that the baby has wet the bed. The censor deemed the humorous sequence (which a preview audience liked) a "toilet gag" and refused to issue a certificate of approval.

Dumfounded by the ruling, Roach fired off a telegram to Breen. "I am at a loss to know on what basis you consider this [scene] either indecent, unmoral, or offensive," he wired. "We took great pains to let the audience know that the water bottle had broken. The [studio] preview was a solid laugh from start to finish and most of the [preview] cards commented on this being the funniest thing in the picture."

Hal Roach appealed to the Motion Picture Producers and Distributors of America in New York. After screening the film, the MPPDA board of directors found nothing objectionable and issued the required seal of approval.

Not a thimbleful of steam

Unfortunately, the "toilet gag" did little to generate enthusiasm for *Broadway Limited* when the film opened on June 14, 1941, at New York's Globe Theatre. Most critics compared it unfavorably to *Twentieth Century*, which had delighted audiences with its scintillating wit.

"The best, and the worst, that one can say concerning *Broadway Limited*," complained the curmudgeonly critic for *The New York Times*, "is that its producers have obviously heard of *Twentieth Century*, . . . which was rolling folks in the aisles a few years back. The only difference, and it is a difference, lies in the fact that *Twentieth Century* started down the tracks with a full of head of steam and *Broadway Limited* starts off without a thimbleful."

"Hal Roach, who has just announced a forthcoming series of 'streamlined' pictures, had better see to it that they are a lot more streamlined than *Broadway Limited*," said the cynical scribe for *The Hollywood Reporter*, "which is currently chugging [in] movie theatres with all the speed of a particularly slow freight. This feeble fable of a Hollywood glamour gal and her entourage lacks both the motor and motive power of such a classic comedy express as *Twentieth Century*."

Broadway Limited received its worst "review" when its teenaged star, Marjorie Woodworth, made a personal appearance at Harvard University. Snickering at the attributes of the "new Jean Harlow," rowdy students pelted the mor-

tified Marge with overripe tomatoes.

Not surprisingly, the film caught the eye of railfans, including one viewer employed by the Pennsy. A. J. Leonard, who worked on the Philadelphia Terminal Division, wrote to the Hal Roach Studios after he noticed an anomaly in a tracking shot of the train, speeding from Philadelphia to New York.

"As I view this part of the picture," Leonard wrote, "the train was traveling on what is known as the inbound track. In other words, three tracks were visible

Eluding critical and commercial success, Broadway Limited generally played for one week on the lower half of a double bill before it was withdrawn.

with the train on the fourth track and traveling to the right of the person looking at the picture, which is against traffic. This is never done on the railroad, only in case of emergency and never at high speed."

Leonard surmised that the error may have resulted from flipping the negative and printing the scene backward, but the train was in fact running against the current of traffic on track 4 while the camera was mounted on another train pacing it on track 1. The same technique was used for the tracking shots west of Harrisburg with steam locomotives 3768 and 1223. Although

this required special operating arrangements, it achieved two things: It showed PRR's signature four-track main line to good advantage, and it enabled the east-bound train to be filmed from the south side, where the lighting was better.

Into the darkness of night and memory

Broadway Limited generally played for one week on the lower half of a double bill before it was withdrawn. In later years, the film surfaced on late-night television. Unwanted, the old movie fell into the public domain in 1969—the year after the Pennsy merged with the NYC to form the ill-fated Penn Central. In recent years, it turned up in the bargain bins of video stores and in the back pages of mail-order catalogues and railroad magazines.

An ignominious end? As railfans know, the *Broadway* outlived its rival, the *20th Century*, by 28 years, finally vanishing from the Amtrak timetable in 1995. But the pride of the Pennsylvania Railroad lives on in the flickering frames of a black-and-white movie. In the mind's eye, the scene dissolves to a Technicolor flash of Tuscan red, speeding into the darkness of night and memory. ■

More on our Web site

Broadway Limited is available on DVD or VHS from Amazon.com and other outlets. Selected clips from the film are at our Web site, www.classictrainsmag.com



Eddie Brandt's Saturday Matinee

Victor McLaglen, in his role as gruff-but-good-hearted hogger Mike Monohan, realizes he's been upstaged by a baby—and a train—in the 1941 Hal Roach comedy *Broadway Limited*.



Pennsylvania triangulation

On August 16, 1957, the Bessemer & Lake Erie staged two freights for this three-railroad publicity photo at Osgood, a hamlet four miles northeast of Greenville, Pa., that also included trains of the other two roads whose lines form a triangle-plus of tracks.

Riding the Osgood Viaduct at 4 p.m. is B&LE Extra 713 South, an ore train from the Lake Erie port at Conneaut, Ohio, to the Pittsburgh area behind four F7's. The 8.81-mile KO Cutoff (from Kremis to Osgood) opened in May 1902 to bypass the Greenville yard and shops and a 1.3 percent grade. It reduced the grade to 0.6 percent and shortened the mainline route by 3.13 miles. The 37-span, 1,724-foot-long bridge is 64 feet above the Little Shenango River. Hopper cars in B&LE Extra 717 North are visible on B&LE's other track here, "the old main line" through Greenville, built in 1888. The tracks at the extreme right are the B&LE-New York Central interchange.

Occupying the NYC line is Oil City-bound freight 73, pulled by three F units and a Fairbanks-Morse C-Liner. Presumably it's waiting for Erie's eastbound hotshot freight NE-98, visible at upper right and powered by Geeps, to cross the diamond. The crossing was called Amasa by both roads, and was guarded by a manned tower. It was named for Amasa Stone (as was nearby Stoneboro), a Cleveland philanthropist, architect, and railroad builder.

The Erie main line, part of the Mahoning Division, was built as the 6-foot-gauge Atlantic & Great Western in 1863 and standard-gauged in 1880. The NYC line, built as the Jamestown & Franklin in 1864 in Pennsylvania's oil boom, was primarily a coal and oil route from Ashtabula, Ohio, on Lake Erie, to Brookville (Rose), Pa., with a branch to Oil City and trackage rights from Rose to Falls Creek, on PRR and from there to Clearfield on B&O. It ended life as Conrail's Clarion Secondary, abandoned in 1988.

Both lines of the B&LE, now in the Canadian National family, are still in use. The Erie here is single track, operated as far east as Meadville by Norfolk Southern.

- 1 Bessemer & Lake Erie KO Cutoff to Pittsburgh area
- 2 Osgood Viaduct
- 3 Erie main line to Meadville, Pa., Hornell, N.Y., and New Jersey (left); to Greenville, Pa., and Chicago (right)
- 4 Werner Road
- 5 Train on New York Central Erie Division branch to Oil City (left, 45 miles), and Ashtabula (right, 41 miles)
- 6 B&LE old main line into Greenville (off to upper right)
- 7 B&LE-NYC interchange tracks
- 8 Little Shenango River



One foot on the platform, car 340's conductor talks to the motorman as mail and express are transferred at Fonda, where FJ&G met the NYC.

Mohawk Valley doodlebug

Fonda, Johnstown & Gloversville's
1929 Brill gas-electric car
was for mail and express only

By Jim Shaughnessy

Photos by the author

Post Office Department contracts to carry mail kept many passenger trains running long after the number of travelers had dropped below the number of crewmen on board—or disappeared completely. One such instance prevailed in upstate New York's Mohawk River valley on the Fonda, Johnstown & Gloversville Railroad. This steam-powered line opened in 1870 to serve a growing industrial and vacation community in the southern Adirondacks. It connected with what would become the New York Central's Water Level Route at Fonda, 26.5 miles west of Schenectady. A specialty industry in the region was leather tanning and garment manufacturing, hence the name of the line's headquarters city—Gloversville ["Part Steam Road, Part Interurban," page 34, Summer 2004 CLASSIC TRAINS].

By the turn of the 20th century, the FJ&G had evolved into a regional transportation system stretching east through Amsterdam to Schenectady. The company accomplished this expansion by absorbing several local electric trolley lines, building connecting trackage, and merging them into a single operation, separate from but under the same management as the steam division. In addition to the obvious passengers, the electric cars also carried mail and express.

By the late 1930's, the sun was setting on trolley operations all around the country, thanks to the proliferation of personal automobiles, commercial trucks, and better roads on which to operate them. On June 24, 1938, succumbing to the financial pressures of this social change, the FJ&G shut down its electric division, ending the trolley mail and express service over the 10 miles between Gloversville and Fonda. Buses assumed the remaining passenger traffic between the two towns—but not the mail and express business.

To retain the lucrative mail contract, the FJ&G shifted that traffic to the steam division. Economic prudence dictated efficiencies there as well, and the steam-hauled train that carried the mail was shortly replaced with a popular solution many railroads were employing at the time—the self propelled gas-electric car.

The J. G. Brill Co. of Philadelphia was quickly able to provide the FJ&G a 73-foot, 300 h.p. combination baggage-



NYC E8's bring a westbound into Fonda as FJ&G 340 stands at the station in December 1955.



Busy time at Fonda: Car 340 sits behind FJ&G's daily freight, which awaits clearance into NYC's yard; in the distance, steam shrouds a westbound train stopped on the NYC main line.

coach gas-electric car for \$13,776.51. This car, builder's No. 22828, was built in 1929 for the Chesapeake Beach Railway, which apparently had trouble paying for it. Brill repossessed the car and sold it to the Louisiana & Arkansas, but again it returned to Brill ownership. The car, numbered 340 by the FJ&G, had operating controls in the front and rear, as no turning facilities were conveniently available on its route. Also, since the FJ&G did not intend for the car to carry passengers, the seats in the coach section were removed and an

additional baggage door installed on each side. Anybody wanting to get to Johnstown or Gloversville from Fonda had to ride a bus. Steam locomotives and, later, Alco S2 diesels handled the carload freight traffic.

No. 340 made its first trip to Fonda on July 19, 1938, to receive mail and express delivered from NYC's dedicated mainline mail trains. The typical operation consisted of three round trips, six days a week, between Gloversville and Fonda. Deliveries to and from the villages of Mayfield and Northville to the



FJ&G's doodlebug trundles through bucolic countryside during one of its three daily runs over the 10 miles between Fonda and Gloversville.

north—once connected by rail until the building of the Sacandaga flood control reservoir starting in 1928—were transferred to trucks at Gloversville, along with the local dispatch. The operation was staffed with three employees: motorman, conductor, and express man. The term “motorman” instead of “engineer” is applicable here because the operation was considered a holdover from the trolley division. The employees from that side of the company “followed

the work,” and were represented by a different union than the men who had been on the steam division.

On March 28, 1946, FJ&G 340 was involved in a tragic accident. Owing to a misinterpretation of orders by the crews, it collided head-on with a freight train powered by S2 No. 20 near Sammons ville. The express man on No. 340 that day was crushed to death when a coffin being transported shifted with the impact and pinned him against the

wall. Repairs to the car cost \$3,084.05, and in the process three flat plates replaced the standard Brill rounded front end originally possessed by No. 340.

This gas-electric service continued for two decades, although on occasion the 340 would have mechanical failures and a truck would be summoned to make the round trip to Fonda. After the FJ&G purchased a new truck in 1958, the company shifted the express traffic to it, and 340 was sidelined to a back



track in the Gloversville yard. There it languished until June 1960, when it was sold to interests in the Winnipeg, Manitoba, area, but there is no record of it ever being operated in Canada.

The disappearance of the 340 from FJ&G rails, following the 1956 discontinuance of the bus-operated passenger service, was another ominous step toward the final demise of this unusual short line in the heart of New York State. Delaware Otsego Corp. took over the Fonda, Johnstown & Gloversville in 1974, but shut it down 10 years later. ■



At Gloversville, car 340 rests between runs at FJ&G's general offices and freight house while Alco S2 diesel No. 21, just in with the freight from Fonda, switches cars in the yard.



Mail and express traffic for points north of Gloversville went by highway; at Gloversville, car 340 and an FJ&G truck exchange shipments not long before trucks took over altogether.



Remembering **Seaboard's** 'other streamliner'

The *Silver Comet*, an unknown compared with its Florida sisters, carved a unique niche in postwar passenger history

By Jeff Darter • Photos by David W. Salter

In 1990, my wife Nancy and I were celebrating our 27th wedding anniversary by riding the New Georgia Railroad's dinner train on its regular "Atlanta loop" run. The route began downtown at the Zero Milepost of CSX's former Georgia Railroad, heading east to the junction with the old belt of the Seaboard Air Line. The train swung north on the branch and followed it to the former Seaboard main at Belt Junction, then turned west to return to downtown via Howells Tower. West of Belt Junction, as we passed the Emory University depot, I

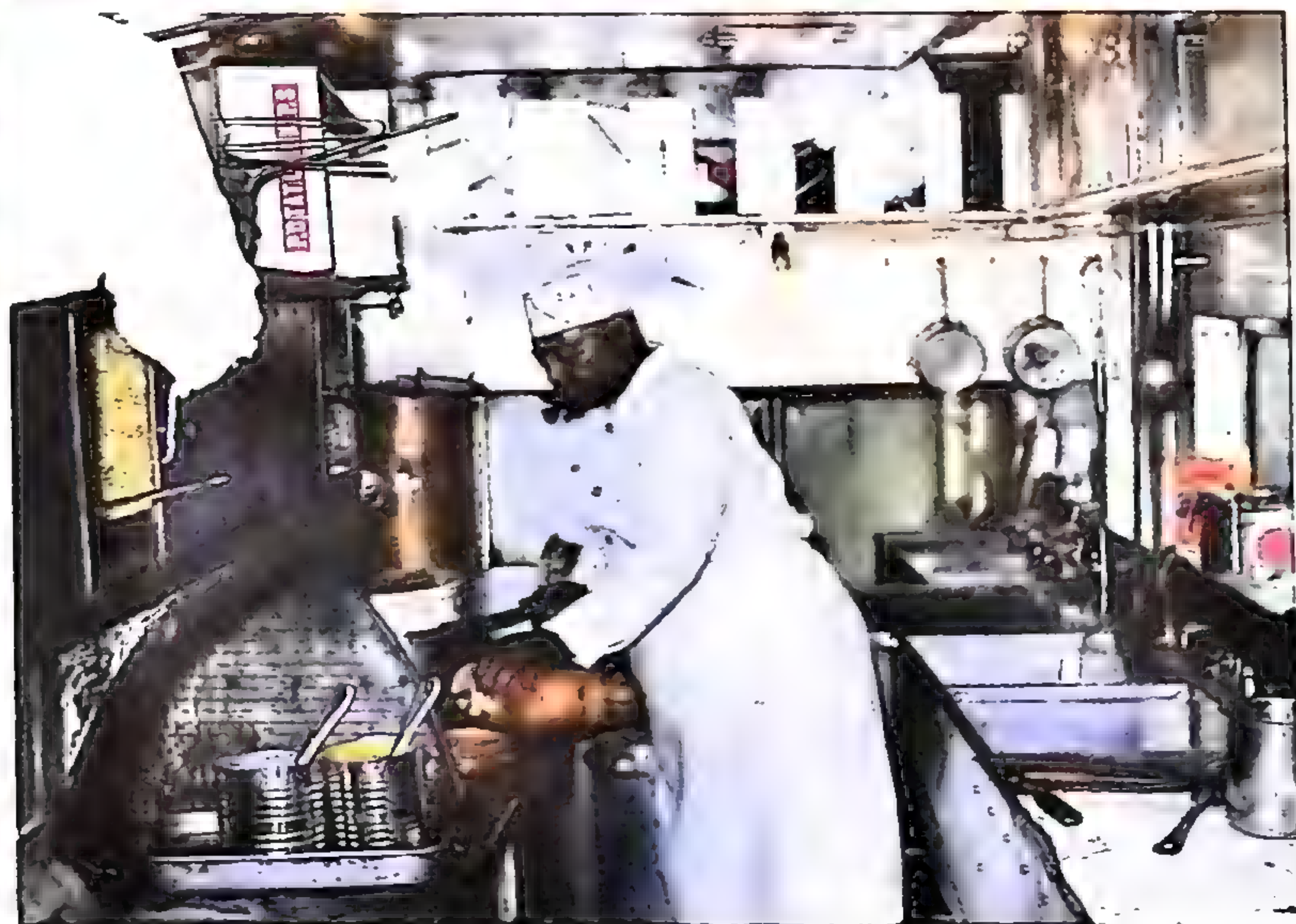
said, "You know, the best train on this line used to be the *Silver Comet*."

Nancy looked at me and said, "You're kidding," seemingly amazed at my historical knowledge. It was only then that I realized it had been over 20 years since the *Comet's* last run.

Usually overshadowed by Seaboard's fine New York-Florida streamliners—the 1939 *Silver Meteor* and the 1947 *Silver Star*—the *Silver Comet*, which also was introduced in 1947 but ran between New York and Birmingham, Ala., was arguably SAL's second-best train, since the inaugural *Silver Star* was equipped

with hand-me-down cars from the original *Silver Meteor*. Northbound, the *Silver Comet* attained the Seaboard main line at Hamlet, N.C., and like all SAL through trains, was handled by the Richmond, Fredericksburg & Potomac between Richmond and Washington and by the Pennsylvania Railroad north of Washington.

My first trip on the *Silver Comet*, southbound aboard No. 33 in 1958, started with dinner in the diner. I boarded at Washington Union Station and found my reserved



coach seat. It was late afternoon, and I decided to try the dining car for an early meal, still an enjoyable experience in those days. The menu offered a large selection, the food was excellent, and the prices were relatively reasonable. I was served by an attentive waiter and ate from real china on a linen tablecloth using real silverware and linen napkins. I don't recall what my entree was, but I always enjoyed the Seaboard's food.

The train entered the tunnel south of Union Station, and soon we crossed the Potomac River. On curves I could see our power was a pair of RF&P E8's. These engines are not as well-remembered as they should be. In black-and-white photographs, they look like clones of Atlantic Coast Line's E units, but RF&P's wore a subdued but tasteful blue and gray with gold striping (reflect-

ing how RF&P linked the North and South), while ACL's fairly *screamed* purple and silver.

RF&P's double-track main took us smoothly through the northern Virginia countryside, with green fields, neatly painted red barns and white silos, and cows and horses in abundance. After about two hours, the surroundings became more industrial as we neared Richmond.

The train stopped, but no station was in sight. Instead, I saw the many tracks of Hermitage Yard. As the *Comet* pulled in, there was a string of RF&P 4-8-4's sitting neglected on a nearby track, the last of the 613-622 series (named for famous Virginians). Even in '58, after serving Chesapeake & Ohio during 1953-55 and waiting for an RF&P reprieve that never came (they were sold

"I always enjoyed Seaboard's food"; a chef works on No. 33 west of Atlanta in April 1965 (above). At Cedartown, Ga., in 1964 (top), No. 33 meets freight 28. The woods (large photo) look rural, but this is in Atlanta—33 has just left Emory University station in June 1966.

for scrap in 1959), the 13-year-olds were still beautiful and looked ready to couple onto a 20-car *Florida Special* or *Orange Blossom Special*, or a long train of perishable citrus fruit from Florida.

After our stop at Hermitage to change engine crews, we moved . . . backward! Shortly we started forward, now on Seaboard's line into Main Street Station on the east side of downtown, where we stopped for passengers and to change train crews. While we were stopped, I saw an endless stream of autos going through a tollbooth on the Richmond-



Snaking through the sprawling junction at Howells Tower (visible above E4 3004), Atlanta's busiest, the *Comet* heads for Terminal Station on Southern rails in August 1964.



Carrying an Atlanta coach and sleeper off the *Comet* out of Raleigh, train 18, the Jacksonville-Portsmouth *Tidewater*, approaches Suffolk, Va., behind E7 3030 on September 8, 1966.

Petersburg Turnpike, but it never occurred to me that this traffic represented the major source of competition for *Comet* riders. Of course in 1958, there were as yet few Interstate highways.

Finally the *Comet* pulled out again, almost immediately passing over the Southern Railway and under the Chesapeake & Ohio on Richmond's famous three-level crossing, after which we crossed the James River.

The *Silver Comet*'s next major stop was Raleigh, where the cars from the Portsmouth, Va., connection, train 17, were added. In fact, the *Comet* usually carried cars from Portsmouth to a connection with one of the Florida trains (in 1958, train 7, the *Sunland*) at Hamlet. I remember participating in an evening club-car conversation on a later trip that went something like this:

Me: "How far are you going?"

Fellow passenger: "I'm going to Jacksonville; where are you going?"

"Atlanta."

"You must be on the wrong train."

"Well, the car I'm in is going to Atlan-

ta. Maybe you're on the wrong train."

Of course, neither of us was on the wrong train (assuming we got back to our correct coach seats), because the next morning the *Comet* was arriving in Atlanta while the Florida cars from Portsmouth were arriving in Jacksonville, having been switched at Hamlet. For much of its life, the *Comet* was a train of multiple destinations.

By the time we left Raleigh, it was dark outside. The coach lights had been turned off, with the only illumination coming from faint blue lights on the indicators of coach-seat numbers. The reclining seats were comfortable enough that I did not need to rent a pillow from the coach attendant. The train's gentle rolling motion and the rhythmic *clickety-clack* of Seaboard's jointed rails soon lulled me to sleep.

The *Comet*'s Hamlet stop was usually around midnight. As a metropolis, Hamlet lived down to its name. Few people have heard of it unless they worked for the Seaboard or rode its trains. Even at midnight, though, Ham-

let evidenced plenty of railroad activity. As the train neared the station, it passed one of Seaboard's largest, if not its largest, freight yards. Light from the flood-lamps atop towers in the yard would penetrate the coach windows and wake me up before we arrived at the station, and I remember seeing SAL's black-and-red diesel switchers at work. At the depot—preserved today as a railroad museum, moved just across the tracks—the Portsmouth-Jacksonville cars were removed. Then the *Comet*, parked on the wye connection north of the station, headed west.

By the time I awakened for breakfast on my first *Silver Comet* trip, the train was rolling through the kudzu-covered hills of north Georgia. The fast, straight track of Virginia and North Carolina had been replaced by rolling curves on SAL's Hamlet-Atlanta-Birmingham line. The countryside was more rural, with abundant pine forests. Instead of large, mostly flat fields, I saw rolling hills dotted with occasional small buildings.

The train seemed to have changed in a subtle way, too. We were still making good time, but instead of rolling smoothly, we swayed from side to side following the seemingly constant curves. Looking out the window as we went around a curve, I could see our engine, and to my surprise, the E units were not in the multi-colored Seaboard scheme I had seen in photographs. Instead, ours was an iron horse of a different color, a very light green (more like off-white) with a broad red stripe down the side. Unknown to me, I was looking at SAL's fairly recent passenger diesel livery, which it called "Sea Foam Green," introduced in late 1954.

Soon after breakfast, the *Comet* arrived at the Emory University stop in northeast Atlanta, my destination.

That was the first of many trips I would take on the *Silver Comet* while attending Emory during 1958-62. I always found its overnight Atlanta-Washington schedule convenient. The *Comet* usually appeared to have plenty of passengers, though it was seldom sold out. In retrospect, it probably did not pay its expenses, but few passenger trains did, unless their mail and express revenue was substantial. I would not say I always arrived at my destination exactly on time, but the *Comet* always got me where I was going quickly and comfortably.

Even though Atlanta had been a major rail center since before the Civil War, it was not always easy to go by train between Georgia's and our nation's capitals. At the time of the Civil War, Atlanta had direct rail service to Augusta and Savannah, Ga.; Montgomery, Ala.; and Chattanooga, Tenn., so early Washington-Atlanta rail travelers had two choices. They could go down the east coast on predecessors of the RF&P and Atlantic Coast Line to Wilmington, N.C., where connecting railroads would take them to Augusta, where they could board the Georgia Railroad for Atlanta. Until 1872, this would have required a steamboat ride from Washington to Acquia Creek, Va., the northern terminal of the RF&P.

Their other choice was to go via Lynchburg and Bristol, Va., and Knoxville, Tenn., on predecessors of the Southern and Norfolk & Western, to a connection with the Western & Atlantic at Dalton, Ga., thence south on the W&A to Atlanta. This was known as "The All-Rail Great Southern Mail Route," which bragged that its passengers could "Avoid all unpleasant omnibus and ferry transfers," and "Change cars at Union Depots."

In the early 1870's, a direct rail link was completed between Atlanta and Charlotte, N.C., the Atlanta & Charlotte Air Line. It soon became affiliated with the Richmond & Danville, which was advertised as the Piedmont Air Line between Washington and Atlanta. (Don't let the "Air Line" names fool you—these were predecessors of the Southern Railway, not the Seaboard Air Line Railroad. In the 1800's, the name Air Line was frequently used by railroads to indicate they had the straightest route between two cities.) *The Washington and Southwestern Vestibuled Limited* began running over this route in 1891, and it eventually would host



Union Switch & Signal

With RF&P 4-8-4 614 *George Washington* in charge, the northbound *Comet*, only two years old, tears through AF interlocking, junction with the Southern in Alexandria, Va., on April 29, 1949.

many Southern Railway name trains, including the *Crescent Limited*, forerunner of today's Amtrak *Crescent*.

The Seaboard Air Line started out as a group of loosely affiliated railroads. First was the Portsmouth & Roanoke Rail Road, chartered in 1832 to build from Portsmouth to the Roanoke River at Weldon, N.C., where it connected with predecessors of the Atlantic Coast Line to Richmond and points north. From this beginning, by 1877 the Seaboard Air Line group stretched from Portsmouth to Charlotte, where it connected with the Piedmont Air Line.

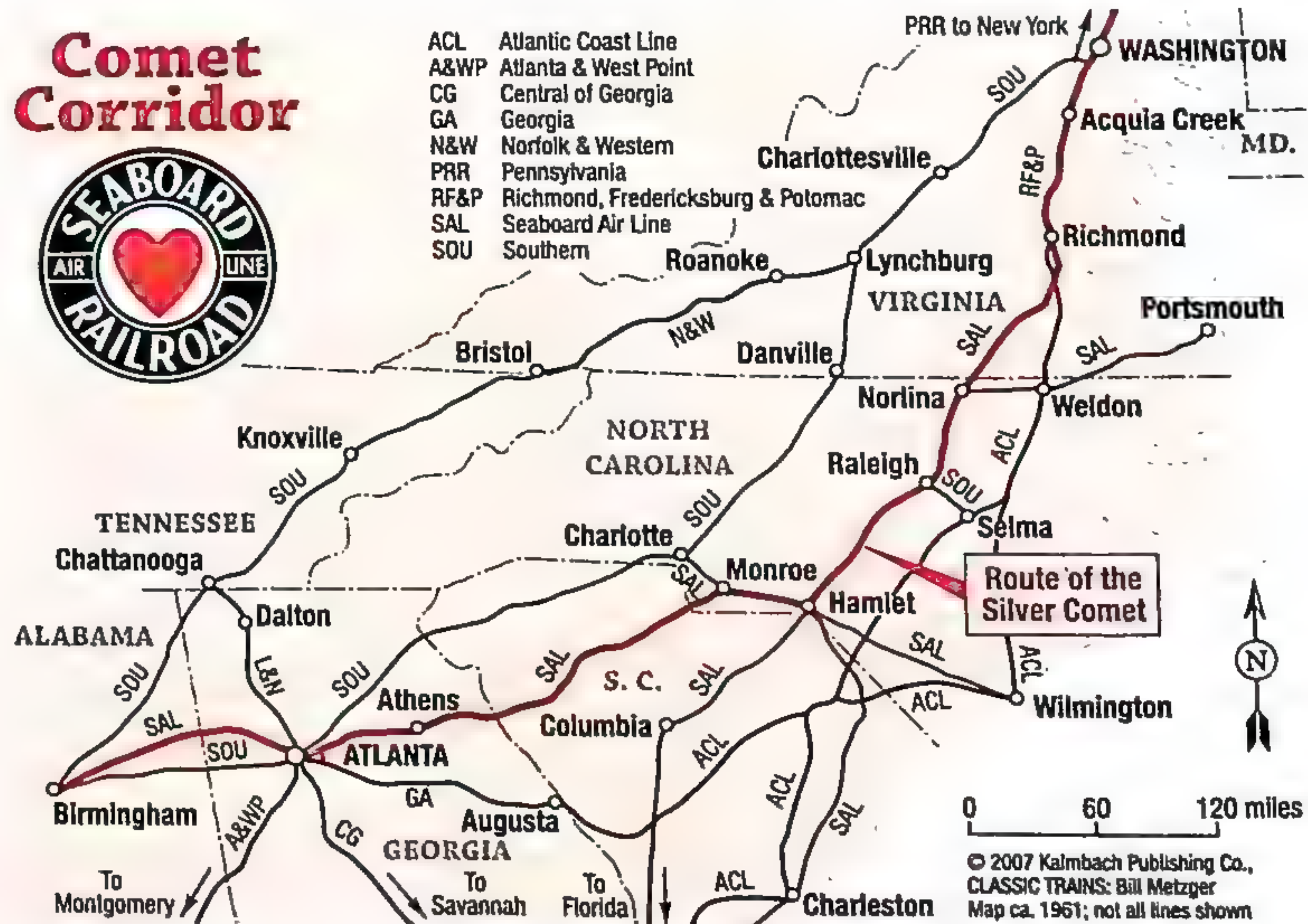
An SAL affiliate, the Georgia, Carolina & Northern, completed a line from Monroe, N.C. (about 25 miles east of Charlotte), to Atlanta on April 24, 1892. GC&N's first Atlanta station was at Inman Park, reached by what became

the belt line and its connection with the Georgia Railroad. Seaboard advertisements of that era gave instructions on how to get to Inman Park by streetcar. Soon, Seaboard began using Atlanta's old (1870) Union Station, which it did until moving in 1916 to the 11-year-old Terminal Station, a project of the Southern, Central of Georgia, and Atlanta & West Point ["Crossroads of the South," Summer 2002 CLASSIC TRAINS].

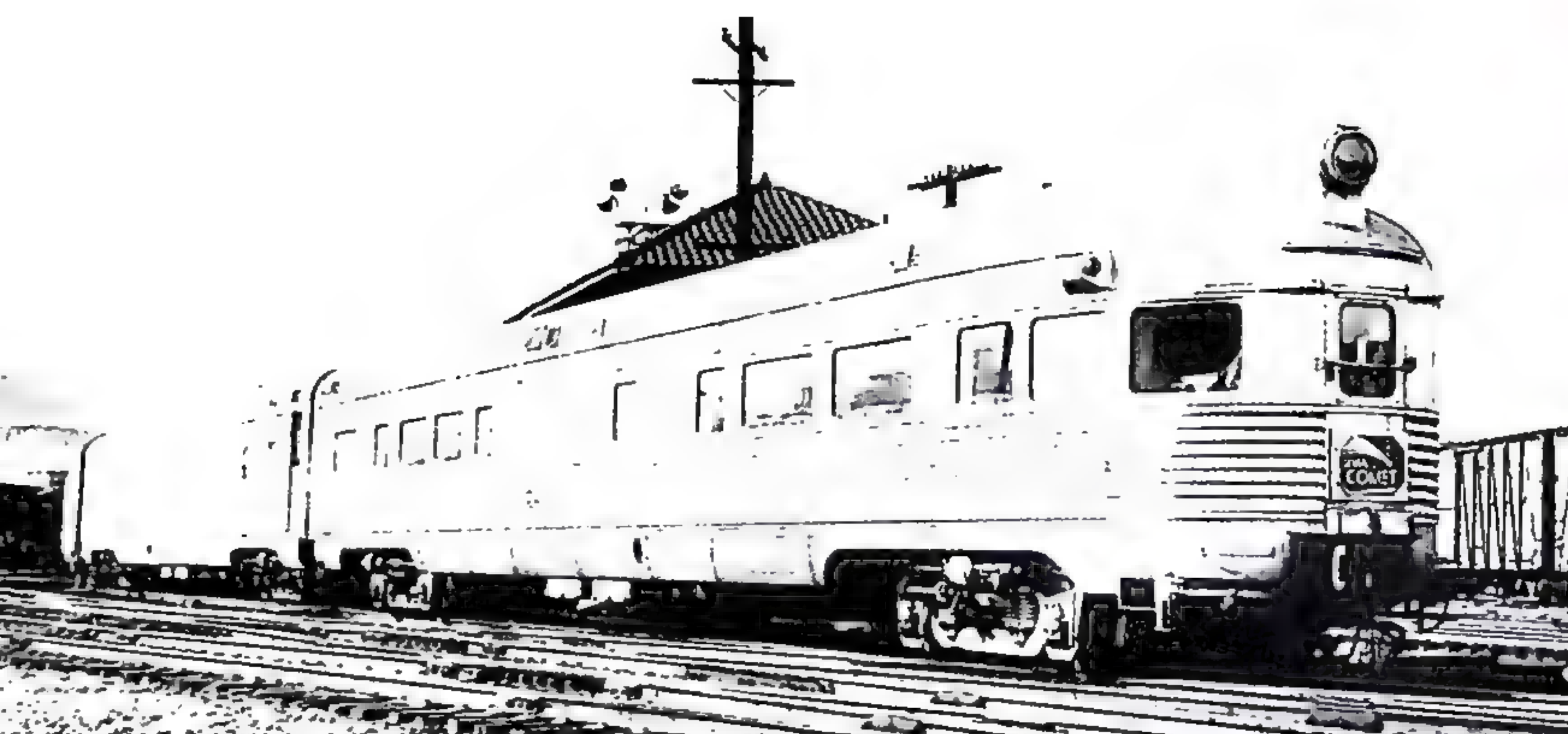
To the east, the Seaboard used tracks of Atlantic Coast Line predecessors between Weldon, N.C., and Richmond until 1900, when it completed its own line to Richmond and a direct connection with the RF&P. To the west, the Seaboard line from Atlanta to Birmingham was completed in 1904.

The first name train on this end of the Seaboard was the *Atlanta Special*,

Comet Corridor



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CLASSIC TRAINS: Bill Metzger
Map ca. 1961; not all lines shown



George B. Mock Jr.; David W. Salter collection



J. David Ingles collection

The *Comet* at Atlanta: Budd tavern-observation 6603 on a long No. 33 hangs off the platforms in August 1947 (top), and later, an E8-E7 duo displays the early "citrus" scheme on train 34.

Comet Power

Road Nos.	Model	Quantity	Years built	Remarks
1100-1119	SDP35	20	1964	59:18 gearing, maximum speed 89 mph
3000-3013	E4A	14	1938-39	SAL was the only owner of E4's
3014	E6A	1	1939	
3015-3016	E6A	2	1941	
3017-3048	E7A	32	1945-48	
3049-3059	E8A	11	1950, 52	
3060	E9A	1	1963	Replaced wrecked E6 3016
3100-3104	E4B	5	1938-39	First 3 A-B-A sets for <i>Silver Meteor</i>
3105-3107	E7B	3	1948	

Sources: EMD Product Reference Data 1957, *Extra 2200 South* 1968.—J.D.I.

which began running in 1892 and was advertised as a "solid train via Richmond and Raleigh." It carried a Pullman buffet sleeper between Atlanta and Washington. The train name later was changed to *Cotton States Special*, although its schedule remained basically similar until it was replaced by the *Silver Comet* in 1947. Northbound, the *Special* departed Atlanta in early evening and arrived in Washington the following afternoon. Southbound, it left

Washington shortly before noon and arrived in Atlanta the following morning. Its companion train was the *Robert E. Lee*, which made the Hamlet-Atlanta portion of the run in daylight hours and ran overnight between Hamlet and Washington. The *Lee* became the *Cotton Blossom* and then nameless trains 5 and 6, but it remained on roughly the same schedule as long as the Seaboard kept its secondary trains on the Atlanta line, deep into the 1960's.

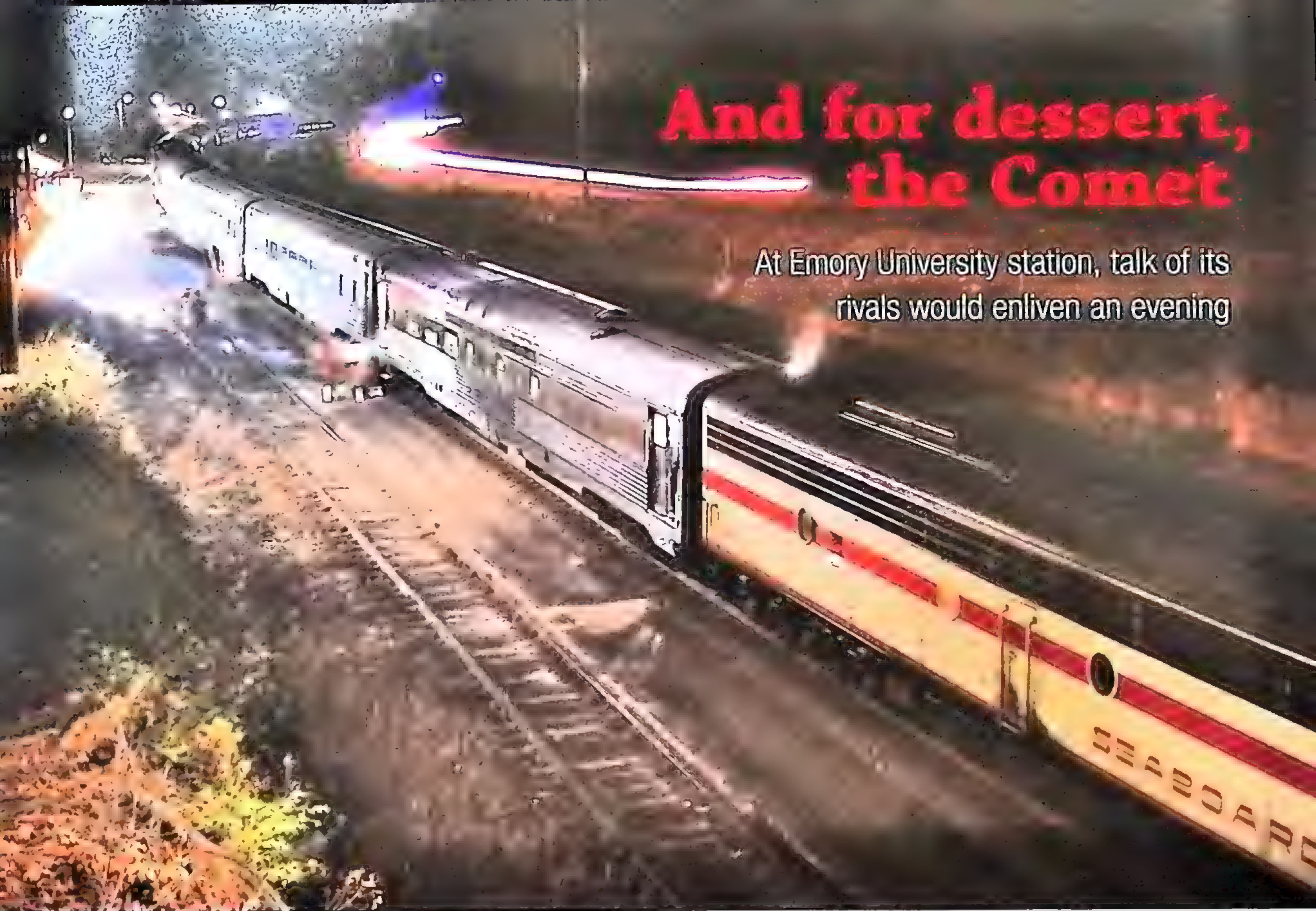
The brand-new lightweight streamliner *Silver Comet* was christened on May 18, 1947, on Track 13 of Pennsylvania Station in New York. The traditional bottle of champagne was broken by Jean Parker, an attractive young actress who was then appearing in the Broadway musical *Burlesque*. The train name had been picked in a contest, and it fit right in with Seaboard's "Silver Fleet," the contemporary *Star* and the eight-year-old *Meteor*.

The original *Silver Comet* was 14 cars long. According to passenger-car historian David Randall, Budd Co. in 1947 built 49 cars for the new *Comet* and as supplemental cars for the *Meteor*: 30 coaches, 4 baggage-dorms, 9 dining cars, and 6 tavern-observations. All were Seaboard-owned except for 18 coaches (10 PRR and 8 RF&P). The *Comet* was scheduled for 19 hours in each direction between Atlanta and New York, three hours faster than the *Cotton States Special* it replaced. The Atlanta-Birmingham leg was carded at about four hours for the 166 miles between the cities' respective Terminal Stations.

In the *Comet*'s early days, Seaboard's passenger diesels still wore the "Orange Blossom" or "citrus" livery of Pullman green with yellow and red stripes, introduced on the EMD E4's in 1938. With more stainless-steel cars coming after World War II, SAL in 1954 adopted for its passenger cab units the hard-to-describe light green with red striping and a medium green roof.

Probably every EMD E-series model SAL owned took a turn on the *Comet*; besides the E4's, those were E6's, 7's, 8's, and one 9. Normally the train had two E units north of Atlanta, and during peak seasons, occasionally three. Usually two units faced forward, elephant-style; occasionally, one of SAL's eight E-type B units (five E4B's, three E7B's) would be trailing. Until the 20 SDP35 road-switchers of 1964, Seaboard rarely used F's or hood units on passenger trains, although some Georgia and Florida branch-line trains did employ Alco RS's. Toward the end, the *Comet* usually rated one SDP west of Atlanta.

Early pictures of the *Comet* show it with one of Seaboard's beautiful round-end tavern-observation cars, but I never saw one on the train, since they came off in 1954. Obviously with the train adding and subtracting cars en route, it would be difficult, and costly, to keep the observation on the rear. Of course, business cars were another matter—they were frequently on the rear, which makes sense since the *Comet* was the fastest Seaboard train west of Hamlet.



And for dessert, the Comet

At Emory University station, talk of its
rivals would enliven an evening

Passing autos form their own "comet" as No. 34 pauses at Emory University on January 4, 1962. Could author Darter be among the onlookers?

A good place to watch Seaboard's *Silver Comet* in the early 1960's was at Emory University, my alma mater, just 9 miles and 20 minutes northeast of Atlanta Terminal Station. Northbound, the train usually was scheduled to stop there close to 7 p.m., and I often would walk into the cozy depot a few minutes before train time to talk with the station agent and bystanders.

In that era, before railroads all had two-way radios, the station was always alive with the chattering of Morse code instruments. The conversation might cover any topic, but usually centered on the friendly rivalry among the different railroads and their passenger trains. Each road had its fans, and Seaboard always had plenty of supporters.

Someone would say, "Is the *Comet* on time tonight?" and a Southern fan would respond, "It will surprise me if it is."

"Well, it's been on time every day this week," would be the retort, and then the station agent chimed in, "He'll be on time unless the Southern messes him up at Terminal Station."

Then the L&N fans would be heard from: "If you want to see a real train, you should try the *Georgian* from Atlanta to Chicago. It always has at least 18 or 20 cars."

"How about Southern 47, 18 cars, all stainless-steel?" another would offer. All this was going on in a Seaboard station, mind you, not downtown where all roads called.

"At least Seaboard engines have some color, not painted black the way Southern is doing."

Then someone from up north said, "You should ride the

Empire Builder someday. All of the cars match—none of this hodgepodge of different colored cars, or old-fashioned baggage cars right behind the engine."

Seaboard's tracks ran generally upgrade out of Atlanta, and soon we could hear the locomotives running wide open on the approach. The conversation would cease, and the headlight became visible through the trees, with the Mars light on the lead unit making a weird pattern. The train would emerge from the twilight shadows and screech to a stop. For a few minutes, the brightly lit windows would light up the dusk. Then the communications air whistle would toot twice, and the engineer would answer with two short blasts on the E's chime horn.

The roar of the diesel engines increased in volume. The coaches in front of the station would just start to drift backward as the brakes were released, then they'd lurch forward with a jerk as the train roared off into the night for Athens and points east and north.

One day the station agent told me, "They aren't supposed to take slack like that with this train," demonstrating his obvious pride in the *Comet*. The engineer would sometimes try to "cheat" by stopping on the grade with the slack between the cars bunched up. This way, when the engines started forward, they could jolt each car into motion separately, instead of smoothly pulling the entire standing train into motion at once. Naturally, this procedure was frowned on with a high-class train like the *Comet*.—Jeff Darter



For its first few months of operation, the *Comet* had heavyweight Pullmans, painted to match the stainless-steel lightweights. As soon as delivery permitted, stainless-steel Pullmans were included. This occurred in 1949, when two builders furnished SAL and partners with 28 "10&6" sleepers (10 roomettes, 6 double bedrooms): Budd, 6 each for the *Meteor* and *Comet* (the latter PRR-owned), and Pullman-Standard 16 (3 RF&P-owned). American Car & Foundry also delivered three 6-bedroom/buffet lounges named for mountains in Georgia, but they went to the *Meteor*.

So for a while, the *Comet* had the typical Seaboard streamliner appearance, and it remained a sharp-looking train into the late 1950's and early '60's. With the decline in passenger traffic elsewhere, though, a rainbow look began to creep in. A Tuscan-red PRR Pullman became fairly common, and at times a yellow Pullman would show up, variously lettered for Union Pacific, Southern Pacific, or even Wabash. I even saw a streamlined Nickel Plate Road car on the *Comet* once, and a green-and-yellow Chicago & North Western car. Moreover, in winter, SAL's Florida trains

were given all lightweights, which again often made the *Comet* a lightweight-heavyweight mix. This was alleviated a bit when the strike-bound Florida East Coast sold virtually all its stainless-steel cars to SAL in 1965.

From Atlanta north, the *Comet* had long-distance competition from the Southern, which went via Charlotte, N.C., and Charlottesville, Va., while SAL went via Raleigh and Richmond. But Southern's premier New York-New Orleans streamliner, the *Southerner* via Birmingham, which debuted in 1941, was an all-coach train, while the *Comet* also carried sleepers. Southern's New York-New Orleans flagship *Crescent Limited*, handled south of Atlanta via Montgomery and Mobile, Ala., by West Point Route (A&WP and the Western of Alabama) and Louisville & Nashville, was not given lightweight cars until 1949.

The *Silver Comet* was a success, and Atlanta became second only to Miami in the number of Seaboard passengers boarded. Unlike its SAL predecessors, it was a true overnight Atlanta-Washington service. West of Hamlet, SAL's two secondary trains made the local stops, enabling the *Comet* to make better time

by skipping some small-town stops.

The *Comet* endured few major schedule changes in its 20 years of operation. Originally, the cars from Portsmouth were handled by a mainline train from Norlina, N.C., to Hamlet, where they were added to the *Comet*. Later on, they were added at Raleigh, 60 miles south of Norlina and 94 miles north of Hamlet. At the same time, the *Comet* began handling Portsmouth-to-Florida cars between Raleigh and Hamlet.

In Richmond, the Seaboard started using Broad Street Station for all its trains soon after I started riding the *Comet* in 1958. SAL trains still ran through Main Street station but did not stop there; northbound, for example, they would pass through Main Street and go on up to Hermitage Yard, then back up the short distance into Broad Street Station, which was the terminal for RF&P and Atlantic Coast Line. Seaboard passenger trains to or from Birmingham also had to back up in Atlanta, between Howells Yard and Terminal Station, using Southern trackage.

After the Seaboard Coast Line merger of 1967, the *Silver Comet* began to disappear, in stages. The Portsmouth connection vanished first, then the Atlanta-Birmingham leg. Next it lost its RF&P connection, ending SCL direct Atlanta-Washington service. The last vestige of the *Silver Comet* came off in 1969.





Extra cars have necessitated adding a Geep ahead of the customary SDP35 on this No. 34 of July 23, 1966, rolling through the hills near Borden Springs, Ala., with Georgia just ahead.

The *Silver Comet* never seemed to have the glamour of Seaboard's Florida flyers. Even today, the *Orange Blossom Special* name is remembered, at least through a country-song title, and Amtrak still operates trains named *Silver Meteor* and *Silver Star*. The *Comet* is the only "silver" train absent, and perhaps that's just as well.

It had an entirely different character from its Florida sisters, appealing not to vacation trade but to overnight business travelers and college students. Advertisements in Seaboard timetables from that era reflect the difference—those for the *Silver Star* and *Meteor* referred to fun and vacations and showed a beach scene, and a Seaboard streamliner passing a palm tree. Ads for the *Comet*, in contrast, referred to "your next business trip to the Industrial South" and showed a Seaboard streamliner passing a downtown skyline.

Back in the late 1950's when we would watch the *Comet* stop at Emory University, we probably realized that Seaboard's secondary trains would be gone someday, and we might've even realized that a day would come when eight daily direct Atlanta-Washington trains (including five on the Southern) would be reduced. But we did not imag-



Three E's, elephant-style and led by E7 3035, breeze into Atlanta, east of Howells Yard, with a long No. 33 in July 1966. The ACL merger is a year away, and the *Comet's* end three years off.

ine that major trains such as the *Comet* would vanish, or that the tracks themselves would someday be pulled up.

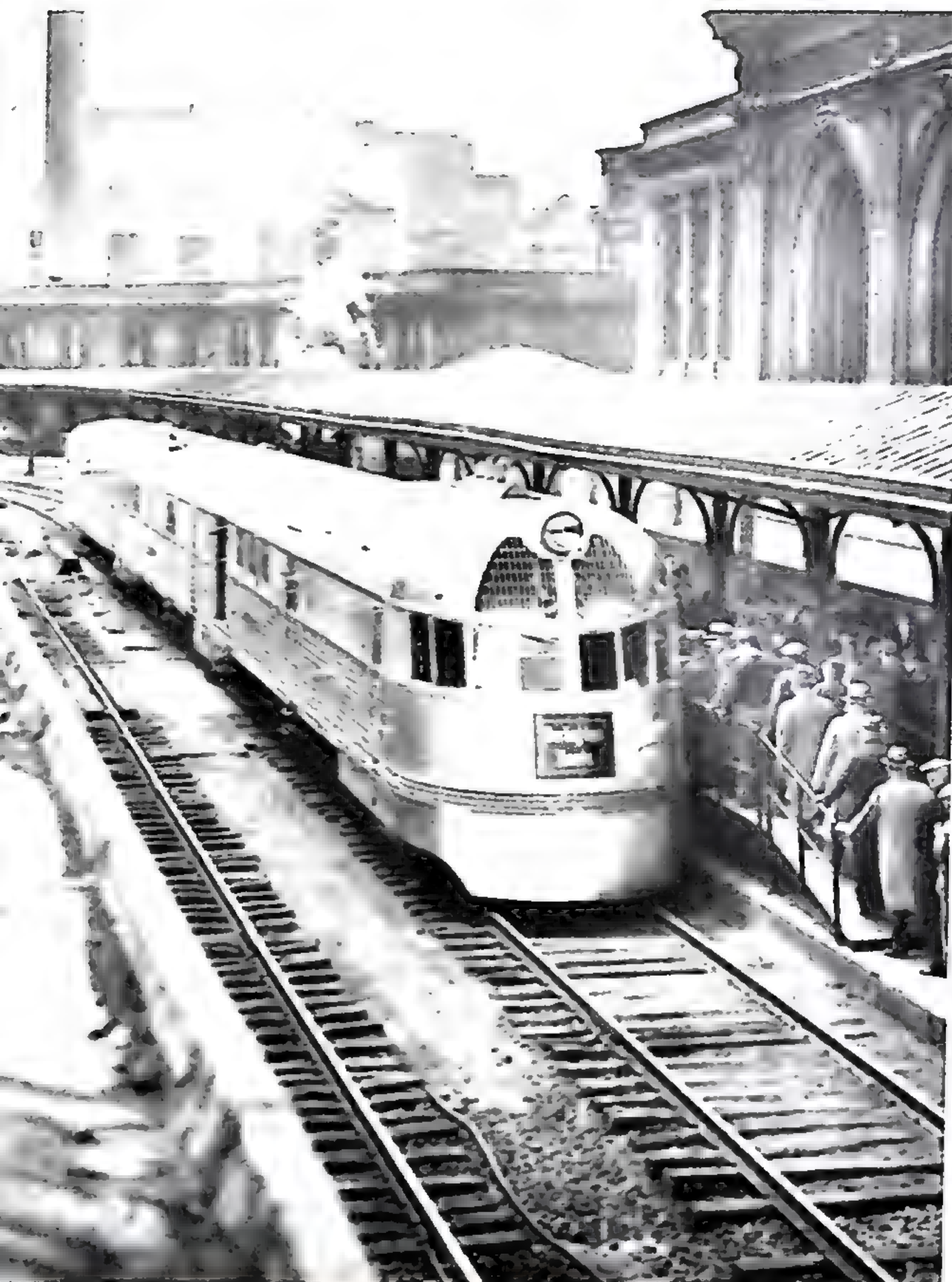
Nevertheless, that is what happened. CSX took up a portion of Seaboard's main line north of Raleigh, relegating the major Hamlet yard to being on a "dead end" line and forcing Amtrak's *Silver Star* to access the former ACL at

Selma, N.C., via a portion of NS's former Southern.

Moreover, the central and eastern portions of the old Seaboard between Atlanta and Birmingham have been abandoned and torn up, and some of the right of way turned into a recreation trail. The good news: in Georgia, its name is the Silver Comet Trail! **I**

A Classic Year

1934: Streamlining sweeps the nation



Jack Mower



Rail Photo Service



CLASSIC TRAINS collection

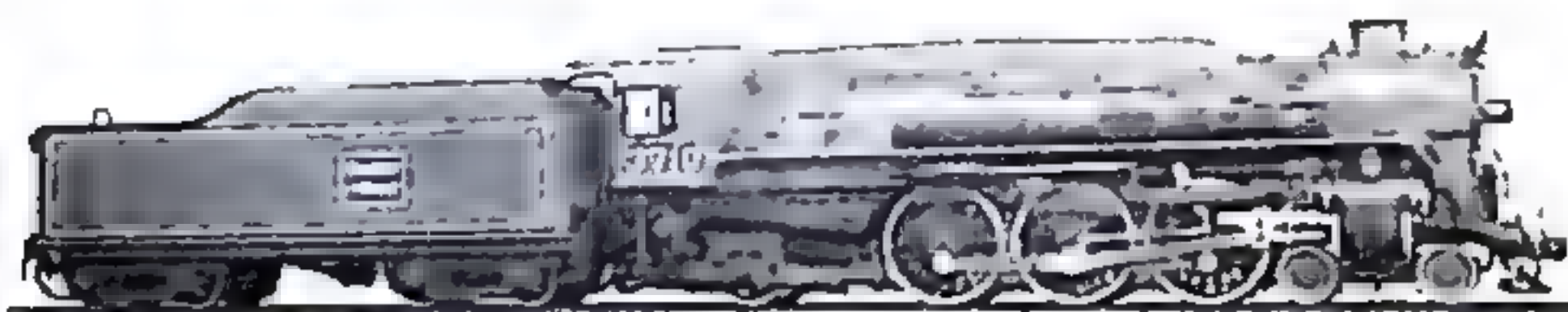


Glenn Grabill Jr.

DEPRESSION DOLDRUMS: Traffic figures stand at a fraction of their 1929 levels, but at least the free-fall that marked the first few years of the Depression has bottomed out. Ditto for locomotive and car orders. No major railroads enter bankruptcy in '34, although a record 44,000 miles remain in the hands of receivers. . . . On the bright side, the railroads benefit from hundreds of millions of dollars in federal economic recovery loans. . . . And things are anything but dull in the arena of speed, with Burlington and UP streamliners smashing records on special runs. Regular schedules are speeded up too, in corridors like Chicago-Milwaukee, New York-Philadelphia, and Chicago-Los Angeles.

STREAMLINERS! In the depths of the Depression, two new forces burst on the railroad scene, capturing public attention and brightening prospects for rail passenger traffic: internal-combustion power and streamlining. First, in February, comes Union Pacific M-10000 (top right); built of aluminum by Pullman-Standard, articulated to reduce weight, and powered by a Winton (Electro-Motive) distillate engine, it's the first streamliner. In April, another three-car articulated streamliner, the Burlington Route's *Zephyr* (above left, on tour at Albany, N.Y.), rolls out, showcasing Budd stainless-steel construction and Winton diesel power. August sees Pennsylvania Railroad GG1 electric prototype 4899 (soon renumbered to 4800) emerge from Baldwin; refinements to the 138 production models make the GG1 a streamlined classic. Finally, in November, the first steam locomotive to be streamlined, New York Central J-1e Hudson 5344, hits the rails under the name *Commodore Vanderbilt*. Aluminum carbodies and distillate, electric, and steam propulsion eventually fade away or remain niche technologies, but the *Zephyr's* combination of stainless-steel and diesel carries on today.

UNITED WE STAND: The Association of American Railroads, formed October 12, combines the Association of Railway Executives and American Railway Association. AAR is to be "a forceful, independent organization to act [as] a general staff for the railroads as a whole."



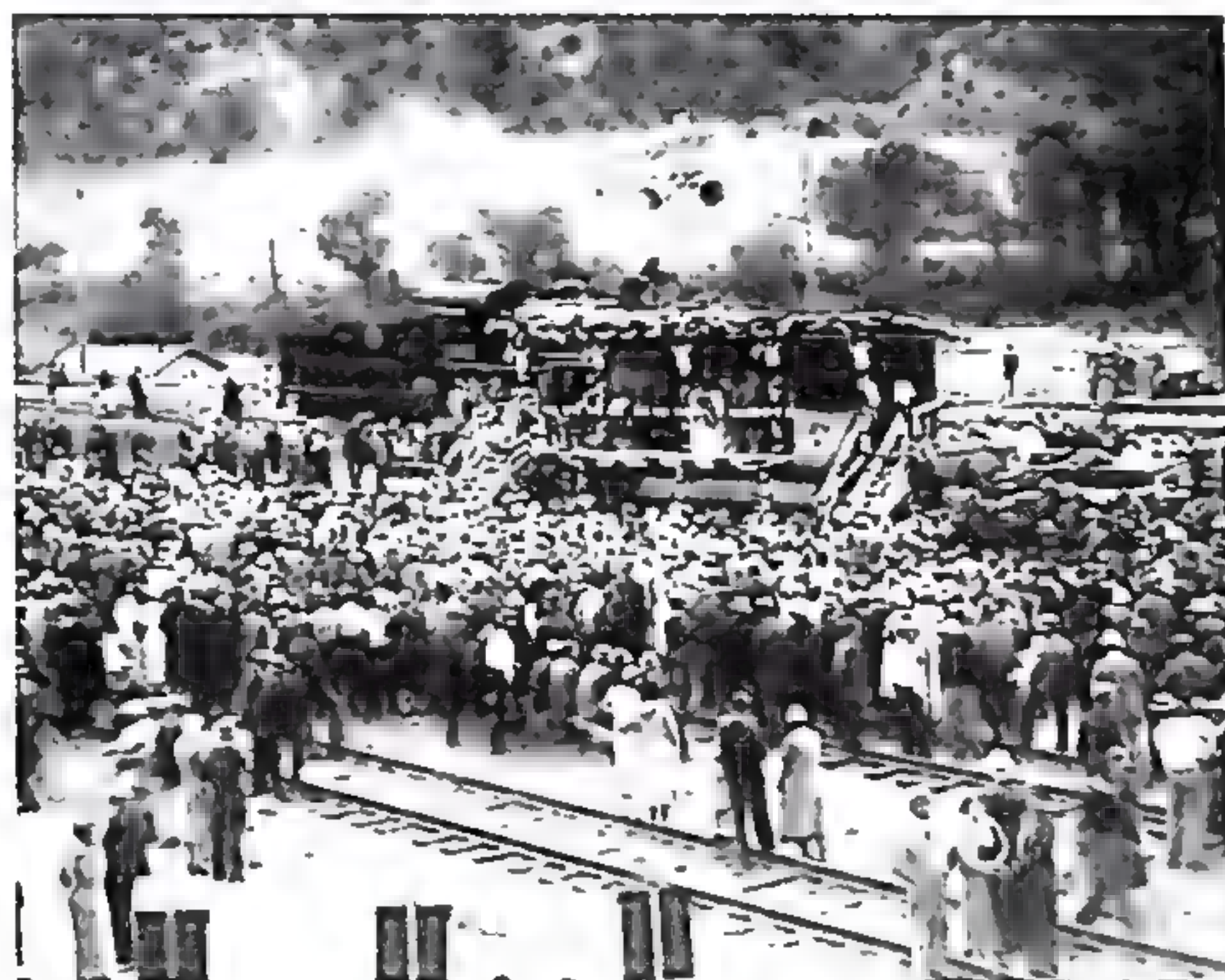
Lima



Alco

MORE MOTIVE POWER: Pittsburgh & West Virginia receives from Baldwin three freight hogs of a new wheel arrangement—2-6-6-4—while Milwaukee Road asks Alco to build for next year's *Hiawatha* streamliners what turns out to be the final design of an old type—4-4-2. . . . Burlington; UP; Illinois Central; B&M; and Gulf, Mobile & Northern order lightweight, articulated, diesel-powered streamliners. . . . Baltimore & Ohio and Santa Fe become the first customers for Electro-Motive Corp.'s high-speed passenger diesels, to be delivered in '35.

DENVER'S DREAM COMES TRUE: Ceremonies at Bond, Colo., on June 16 mark the completion of the Dotsero Cutoff, the 38-mile connection between the Denver & Salt Lake and Denver & Rio Grande Western. By running west from Denver on D&SL trackage rights through the 1928-built Moffat Tunnel, trains save 175 miles vs. the all-DRGW route south to Pueblo and west via the Royal Gorge and Tennessee Pass. Finally, Denver has a direct rail route to Salt Lake City and west. DRGW gains control of D&SL, merges it in 1947.



Rio Grande

HIGH TIMES IN NEW YORK: Back East, another major construction project is dedicated, on June 28: New York Central's elevated freight line along the West Side of Manhattan. The 2-mile "High Line" replaces street running on 11th Avenue, known as "Death Avenue" for the carnage caused by trains. Snaking its way around—and sometimes through—warehouses with second-floor loading docks, the High Line, bereft of traffic for decades, is today being converted into a unique urban linear park. Out in Syracuse, work continues to get NYC's main line out of the street.



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The Way It Was

Super Bowl Sunday on the Santa Fe

When a bad-order load meant good luck for a Steelers fan



At frosty Higgins, Texas, on the Santa Fe, author Metzger's crane parts sit sidetracked because of broken blocking under one of them (right).

While my hometown Pittsburgh Steelers were playing the Seattle Seahawks in the 2007 Super Bowl, I got to thinking about where I was the last time the Steelers won football's biggest game. It was January 20, 1980, and I was in Amarillo, Texas.

Back then, I was a "high-wide rider," escorting loads of exceptional dimension on the railroads all over North America. I worked for Charles Donley & Associates, a freight traffic company based in Pittsburgh. My official title was freight expeditor, but I had learned after the first week on the job that if you told a yardmaster, trainmaster, or

crusty old conductor that you were an expeditor, the reply more often than not would be, "Oh yeah? Well, expedite *this!*" Or words to that effect.

So I was a rider.

My job was to escort shipments that were big, expensive, fragile, and often high priority, and to get them there as quickly as possible and in one piece. I did this by riding on the train with them from their origin to their destination. I rode either in the caboose, which I hated, or in one of the trailing units of a locomotive consist, which I much preferred. I loved my job; it was interesting, fun, and challenging, and I got to play trains all over the country

on somebody else's nickel. The money was good and the expense account was liberal.

By the time of Super Bowl XIV, I had been at it for five years and was on a trip from Alliance, Ohio, to Los Angeles and Terminal Island, Calif. I left January 11, routed Conrail via Crestline and Toledo, Ohio, and Elkhart, Ind., then down CR's Kankakee Belt to Streator, Ill., then the Santa Fe over what today BNSF calls "the Transcon": via Kansas City, Emporia, and Wellington, Kans.; Waynoka, Okla.; Amarillo, Texas; Clovis and Belen, N.Mex.; Kingman, Ariz.; and Barstow and San Bernardino, Calif.



Two photos, Bill Metzger

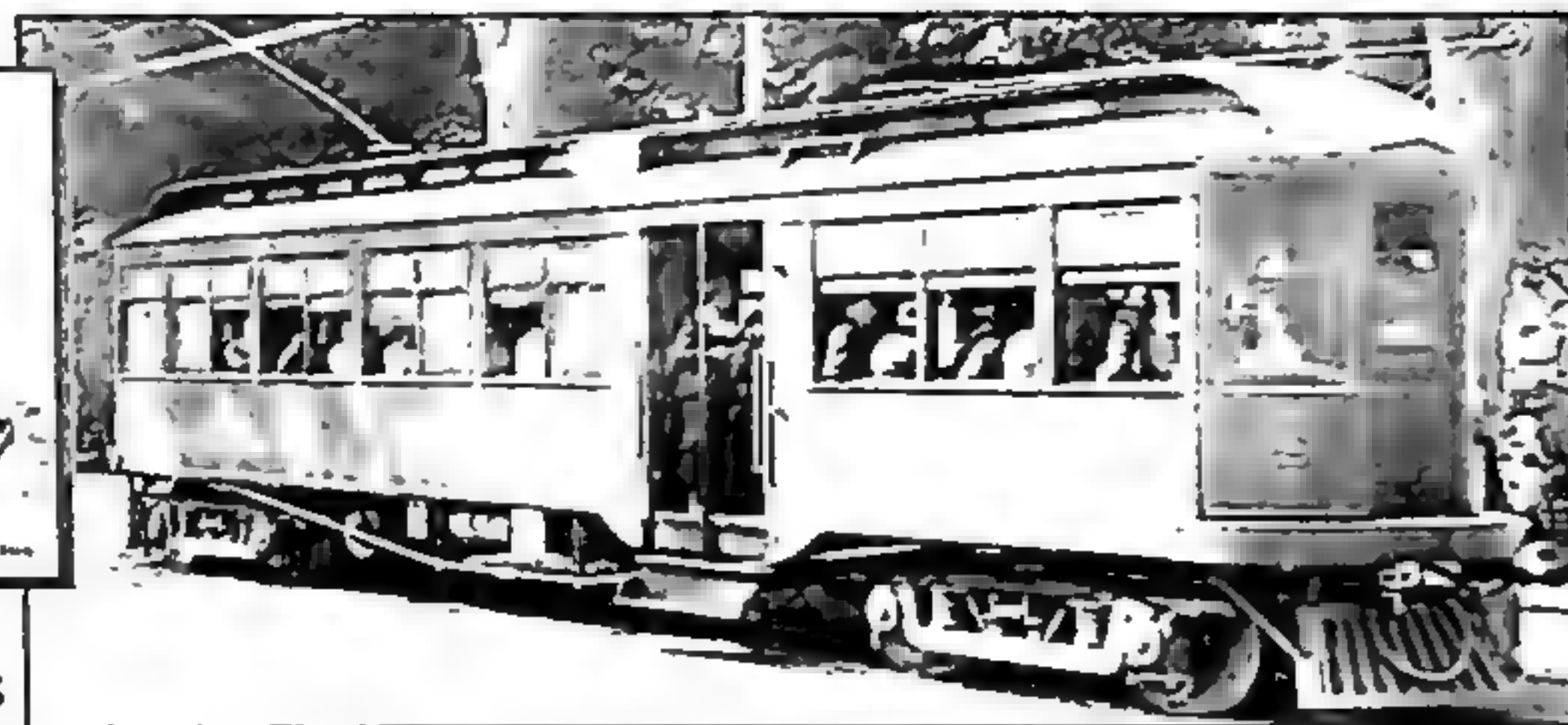
My load was a huge crane that would be used to move containers around the Matson Terminal at the port. The whole shipment consisted of 13 cars, which I thought was great since we got paid extra for every car over 3. The main part of the shipment consisted of three girders. Each girder weighed about 70 tons, was 114 feet long, and measured 18 feet high above the rail; each was loaded across three flatcars with a bolster under each end and an idler flat in the middle. The

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A CF7 escorts the dimensional loads onto Terminal Island at the port of Los Angeles, where they were assembled into a giant traveling gantry crane at the Matson container terminal.

Two photos, Bill Metzger

remainder of the shipment consisted of the pedestals and parts for the crane, which when assembled looked like a giant double T. The shipment was restricted to 35 mph.

These were nasty loads that had to be watched extremely carefully. This was my third trip with these monsters, and I had trouble with the blocking on every one. I had already shopped the loads for shifting twice on this trip. Once, the shipper had tried sending one without a rider to save money, but it wound up as a pile of scrap metal in the ditch in the Flint Hills of Kansas. The wreck was still lying there when I had passed it on my previous trip, and the memory was fresh in my mind.

We left Argentine Yard in Kansas City, Kans., the night of the 18th. I always enjoyed working on the Santa Fe. It was a friendly, heads-up operation in stark contrast to the demoralized, often surly railroaders I was used to back East.

After an 11-hour layover in Emporia, I had climbed aboard train 348S1 with a big bag of groceries, expecting that the next place I'd be stopped for any length of time would be Belen, N.Mex., 769 miles ahead. We high-wide riders weren't bound by the Hours of Service Law, so you got rest when the load stopped and not until. Being restricted to 35 mph on Santa Fe's hot transcontinental main line, we went in the hole quite often. The load looked fine when I checked it during the crew change in Waynoka at 5:30 a.m. on January 20—Super Bowl Sunday.

I figured we'd probably stop in Amarillo for a crew change and inspection, then keep going and hear who won the game somewhere down the road. Being a Steelers fan in this era was pretty heady stuff. Those were the glory days when Chuck Noll was head coach, Terry Bradshaw was quarterback, and all was right with the world. We had won the Super Bowl the year before—our third—by beating the Dallas Cowboys. I loved introducing myself to Texans by saying, "Hi. I'm Bill Metzger. I'm from Pittsburgh. You might have heard of us? We play football."

We went into the siding in Higgins, Texas, just over the Oklahoma line (this was before traffic volume dictated dou-

ble-tracking), and I told the engine crew I was going back to look at my loads. You always told the crew what you were doing—that way you didn't get left in some place like Higgins, Texas, or worse, get hurt or killed.

Grateful for the stretch and the chance to be on the ground for a bit, I walked back and was shocked to see the wood blocking on the bolster on the head end of the first load had completely shattered itself in the last couple of hours. One sharp curve and that girder would take to the air! There was no way I was going to let it go another mile. I told the crew, who called the dispatcher. I told him who I was and

The blocking under the first load had completely shattered. One sharp curve and that girder would take to the air!

reminded him this was the exact same type of load that had been destroyed so expensively up in Kansas just a couple of months earlier. I asked permission to set it out, and he readily agreed.

We set out my 13 cars at a grain elevator siding, and then, free from our speed restriction, we cruised on to Amarillo.

After talking to the trainmaster, the yardmaster, and the car department, I managed to get into a motel room five minutes before the Super Bowl kickoff and got to watch the Steelers beat the Los Angeles Rams, 31-19. I also got to take a shower, get an unexpected night's rest in a bed, and eat a couple of hot meals.

The rest of the trip was blessedly uneventful. I rode back to Higgins the next day with the block-truck crew, and my charges were rolling west that evening. I got the load to Terminal Island intact on the 28th, and far as I know the crane is still there hustling containers around.

It would be 26 years before Pittsburgh won another Super Bowl, but through sheer luck and a bad order load on the Santa Fe, I've seen them do it all five times.—Bill Metzger

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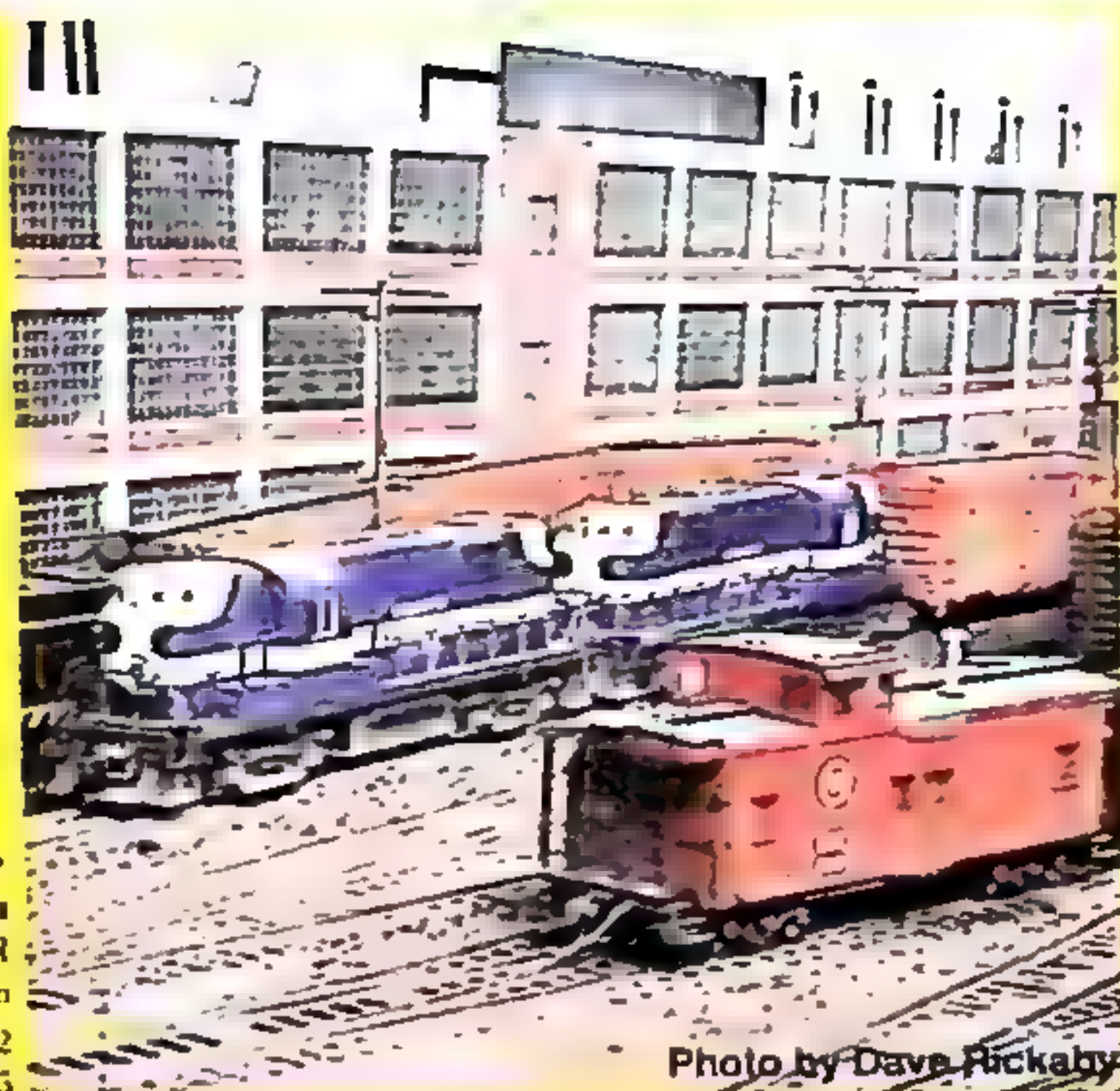


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Hi-cubes and fruit cans

At our favorite New York Central train-watching spot, we turned down free apricots

Between the 1910's, when the New York Central electrified its approach to New York City along the Hudson River with a third-rail, direct-current system, and the second half of the 20th century, freight cars increased in size dramatically. Sometime around 1968, the first 60-foot hi-cube boxcar came down the Electric Division, and I got to see it.

I grew up just up the hill from the Electric Division in the Bronx, and I spent many hours trackside from a very early age. In the company of one or both of my parents, I watched trains most often at the stations at Spuyten Duyvil, where the freight line down Manhattan's West Side left the passenger main to Grand Central Terminal, and at Riverdale, two miles upriver.

In common with most of the commuter stations on the line, Riverdale's had a covered footbridge linking the two track-level platforms; the overpass made a good vantage point over the four main tracks, which ran straight as an arrow for more than a mile toward Spike (as all the railroaders called Spuyten Duyvil). Within sight both north and south, trussed structures spanned the tracks, supporting an array of approach-lit signals. A fifth track at Riverdale, closest to the river's edge, saw only the local freight, pulled by an Alco RS3—"the little diesel," I called it as a pre-schooler.

Through freights generally used the two inner express tracks; a crossover at Spike gave Manhattan-bound trains access to the West Side line, while those headed for Oak Point Yard in the Bronx stayed on the main line until MO (Mott Haven) tower, south of Yankee Stadium.

In the late 1960's, New York City still received a lot of its produce by rail, and many an afternoon we would see a



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It's all in the detailing

When hostlers truly groomed their iron horses

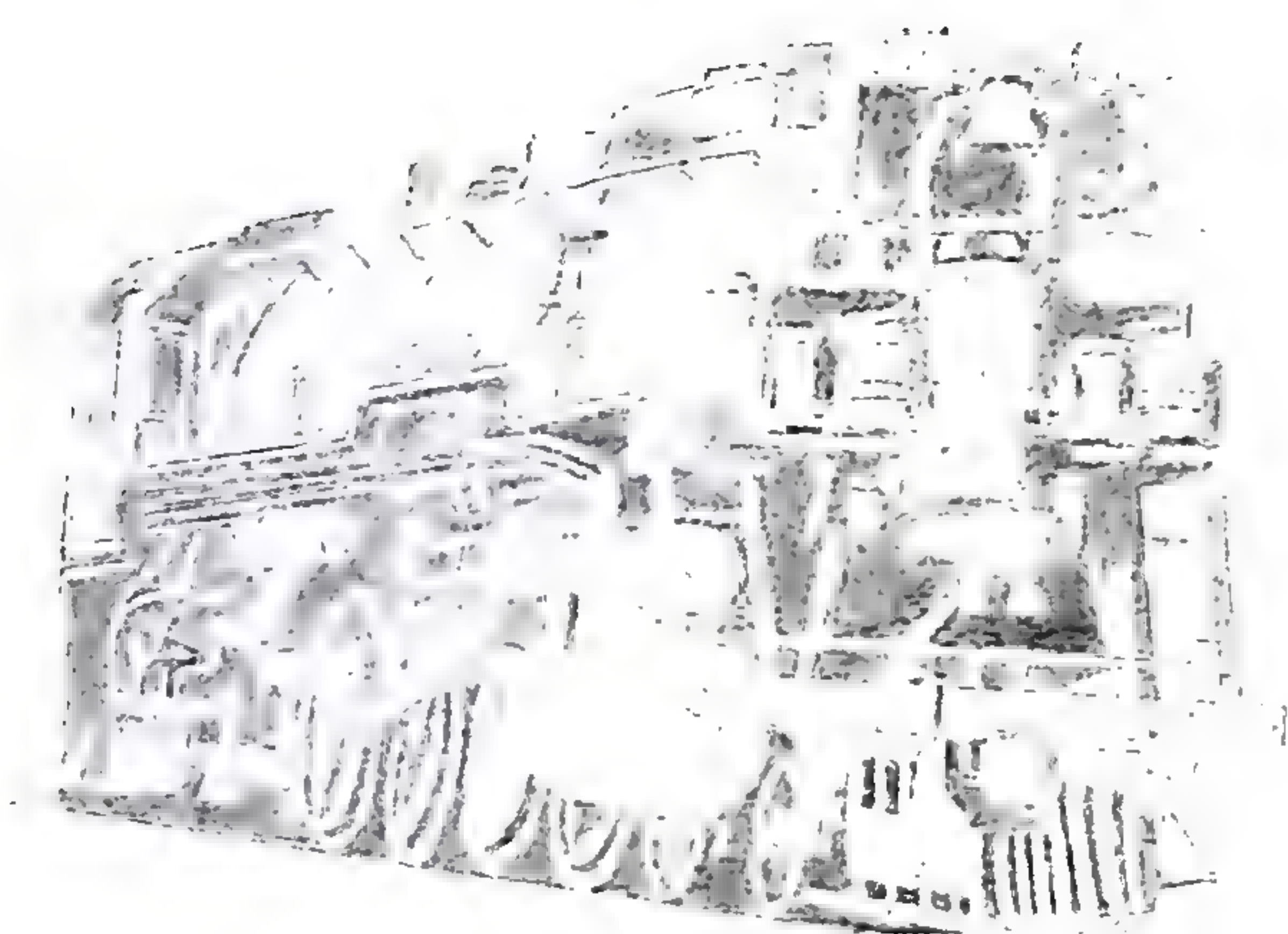
Once upon a time, Central Railroad of New Jersey (not to be confused with poor Jersey Central Lines, as the carrier called itself in the postwar period) was a class act. G-2s Pacific No. 827 (top), a 1923 Baldwin, is being groomed for a decidedly first-class operation at the Reading Company's Green Street enginehouse in Philadelphia in September 1941. Soon the Wootten-boilered racer will move onto the elevated main line behind her and back down to Reading Terminal, ready to whisk a train up to Bound Brook, N.J., where it will enter CNJ rails for the last lap to Jersey City. Subtler forces are at work on Chesapeake & Ohio 491, one of the road's four stainless-steel-clad 4-6-4's converted from standard 4-6-2's in 1946. A laborer at the Ivy City enginehouse in Washington, D.C., is hand-buffing the fluted skirting on the tender after the whole gleaming machine has been steam-cleaned. It is summer 1947, and C&O plans to use the orange-and-silver L-1's on the Newport News and Louisville connections to the new Washington-Cincinnati *Chessie* streamliner. Alas, the *Chessie* never made it into the timetable, and the diesel will render this apogee of streamlined steam superfluous before you can say "E8."—Louis A. Marre

Dedicated in loving memory to my mother,

Dorothy M. Segal,

For your inspiration and encouragement.

Diane S. Segal



J-2 Mountain

Here in June, 1951, is a J-2 class

Along the track in Virginia through Oyster Point it does pass

Built by Alco and later rebuilt was number 548

Over the Mountain subdivision between Charlottesville and Clifton
Forge it could escalate

This was a 4-8-2 locomotive and "Mountain type" was its name
Know for its use over the subdivision terrain

Use of a large boiler did provide

Power for the steel underframes and cars the passengers did ride.

Diane S. Segal

H-4 2-6-6-2 MALLET

At the Russell engine terminal locomotive number 1332 does pause
From its heavy duties where hauling coal is its cause

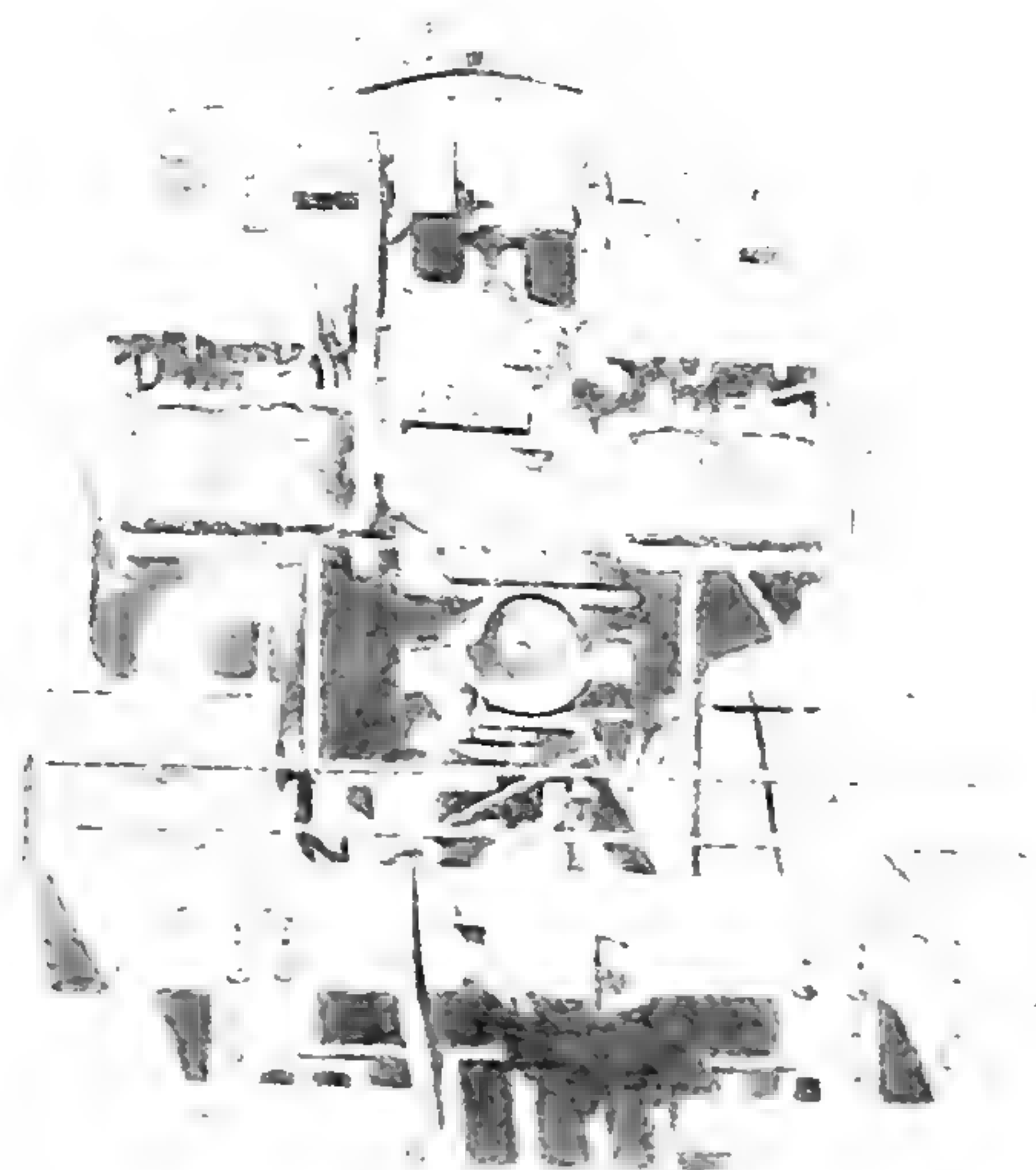
Contemplating the complexities of the H-4 Mallet 2-6-6-2
Standing directly in front for an awesome close view

Built by ALCO Richmond Works in 1912
Its construction was something in which to delve

Under the boiler the front engine does turn
While permanently attached to the frame is the rear engine we learn

From its inventor it derived its fame
Anatole Mallet was his name.

Diane S. Segal

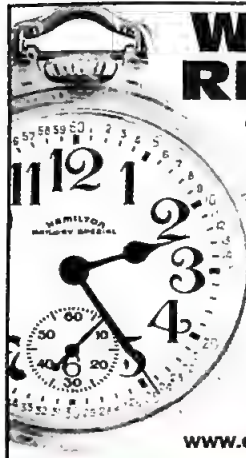


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The Way It Was

On creating the world's largest fusee

Things were rarely dull at C&NW's
Chicago suburban stations

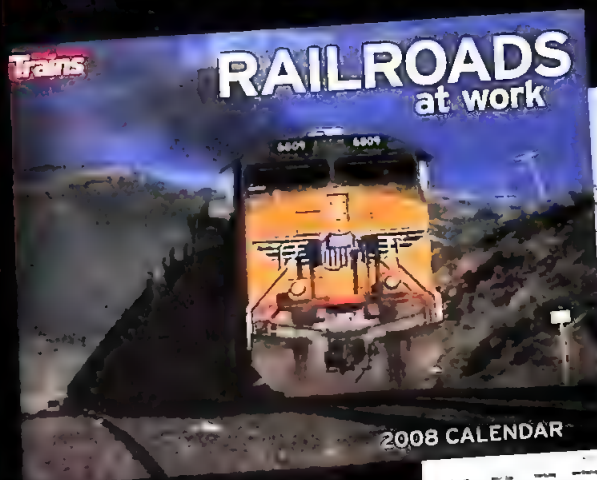
In spring 1955, I was working as a ticket clerk at Chicago & North Western's Oak Park (Marion Street) station nine miles west of downtown Chicago on the main line to Council Bluffs, Iowa. One day the agent, Bill Lakanen, and I decided to clean out the baggage room, which had become a pigsty. A great deal of this mess was bundles of carbon copies of bills of lading which had been issued at the station over the years. Bill had me call C&NW's accounting office in the Chicago neighborhood of Ravenswood to see if there was any problem in us disposing of this material.

I called during lunch hour one day and the boss himself, W. G. Burns, system auditor, disbursements, answered. I outlined our problem and pointed out that the agents' financial manual stated that these documents were to be sent to the Ravenswood accounting office by Railway Express. Mr. Burns quietly asked me the date of issuance of the manual. When I said "1929," there was dead silence, then: "I don't believe this. If you send these documents here I will personally come to Oak Park and break your neck." Mr. Burns told me that we should keep the last seven years of any payroll records and burn the rest.

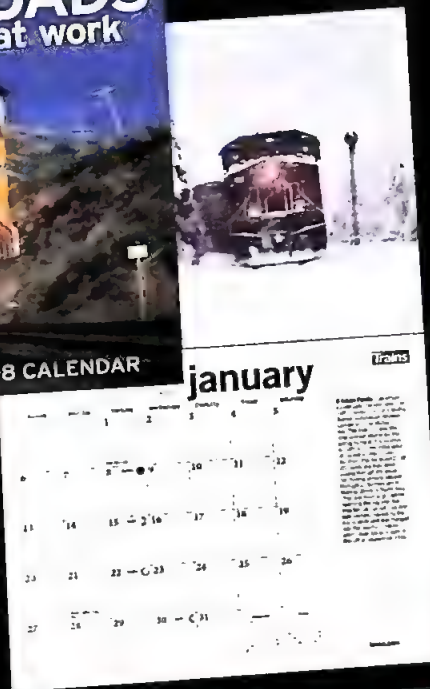
So we proceeded with our clean-up program, burning records in a 50-gallon drum between the tracks on the right of way. During the clean-up, we uncovered a box of watersoaked fusees that had dried out and were falling apart. We decided to place them in the bottom of the barrel where no one would see them burn.

So, on a nice spring evening, I was burning papers and fusees on the right of way and waiting for train 105, the *City of Portland*, to pass. The streamliner showed up to the east, on schedule but going quite slow; its usual speed

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through Oak Park was 50 to 60 mph. I looked west, and the signal bridge showed "Clear" on 105's track. Finally the train stopped with the lead E unit opposite me, and I immediately knew by the intense red glow reflecting off the unit's flanks that I was in trouble.

Fortunately, the engineer was my neighbor, Henry Fain. He called down to me, remarking that this was the largest fusee he'd ever seen and asking if there was any trouble. The fusees had burned holes in the side of the drum, whose bottom glowed a bright red, which Henry took for a makeshift "Stop" signal. I told him to get out of town, and off he went. Ten minutes with a shovel cured the problem—otherwise I'd have been stopping trains all night.

I hoped that would be the end of it, but the next day, Pat Gillum, the chief dispatcher, called me as soon as I came on duty. He started out asking if I knew

Henry Fain. This was just a lead-in question, since while Henry lived two doors from me, Pat Gillum lived at the end of the block! Pat next remarked that Henry was one of the best engineers on the division. I agreed, wondering when the axe was going to fall. He then said that Henry had made up the time he lost at Oak Park, which was good. Pat then wished me a good day and hung up. Bill Lakanen asked me what the call had been about, and when I told him, had a real laughing fit. I felt mortified.

This was the second time, you see, that I'd come to the attention of Pat Gillum. The first was as a vacation relief ticket clerk out at Elmhurst. I was to open the station at 6 a.m., about 10 minutes before the first inbound commuter train. However, Elmhurst had a temperamental safe in which the money was kept overnight. The agent, Fred Helwig, could operate the dial with his eyes

shut, but everyone else had to play games with it to make it work. On my first day, I managed to hold up the 6:10 train for 10 minutes until I got the safe opened and could sell my tickets. The train crew was very understanding, as this wasn't the first time this had happened.

Sure enough, Pat Gillum called later that morning, and his first words to me were, "Was it the safe?" When I replied in the affirmative, he said he'd been after the agent for ages to get it fixed or get a new one. But Fred wouldn't give it up—they'd been together too many years.

Apparently my two strikes didn't matter, for Pat later offered me a job as a telegrapher, which I had to turn down because I was not in a position to relocate. The C&NW in the early 1950's was a fun place to work. It was with sorrow that, after changes that caused my seniority to run out in 1956, I left the road for other fields.—Gordon S. Brand ■

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Car Stop

Riding 'The Rapid' in Cleveland

Ohio's largest city hosted two separate but partially overlapping rapid-transit systems. The first, Shaker Heights Rapid Transit, opened in 1920 to connect the Van Sweringen brothers' suburban real-estate development with downtown Cleveland. Part of the route shared right of way with the Nickel Plate Road, the first piece of the Vans' railroad empire. At right, car 301 (ex-Chicago Aurora & Fox River Electric, sold in 1950 to Milwaukee's Speedrail) is at Shaker Square in 1947. Below, PCC 58 (ex-Twin Cities) and a built-for-Shaker mate roll west beside the NKP at East 34th Street in 1955. The first part of Cleveland Transit System's east side-to-west side "heavy rail" line, built adjacent to NKP, Cleveland Union Terminal, and New York Central tracks, opened in 1955; a 1968 extension was the first rail link to an airport in the hemisphere. For 2 miles east of Union Terminal, the CTS Rapid shared tracks and wires with the Shaker Rapid. On the opposite page, 2 of CTS's original 88 St. Louis-built cars fly over a Nickel Plate spur at West 85th Street in 1955, and a single car is at West 98th, also along the NKP, in '63. Today, RTA runs it all.



Above and below: George Krambles; Krambles-Peterson Archive





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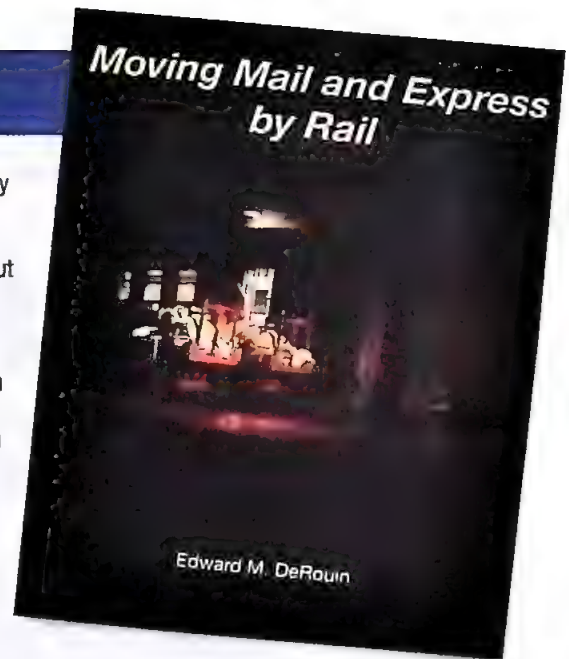
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First Out

"None were looking for riches. They looked for a different kind of rewards from life." That quote, from a letter to a West Chicago museum by Margaret Larson Slotte about her RPO clerk father, symbolizes the human element in this pioneering book. Concise, straightforward history is a second element, keying on how moving express, then mail, on trains helped develop the country. A third element is newly published material; a fourth is detailed tables of express car routes. New material? I have followed Amtrak all its 36 years, but the 9-page "Era of Amtrak and Conrail" was a revelation. So was express's anonymity; most of us gave "head-end cars" (RPO's aside) little thought. Why has "express" seen scant study? Secrecy—which the railroads and the government wanted, for those cars often carried money and other valuables. The photos, timetables, and forms are well-reproduced and encompass 50 railroads. If you like passenger trains or simply rail history, buy this book.—*J. David Ingles*

Moving Mail and Express by Rail



Moving Mail and Express by Rail, by Edward M. DeRouin. Pixels Publishing, P.O. Box 10, La Fox, IL 60147; www.pixelspublishing.com, hardcover; 8½ x 11 in.; 224 pages (100 of charts); 195 photos (50 color). \$59.95.

Other Books

RAILS TO PENN STATE



The Bellefonte Central Railroad operated in central Pennsylvania from the 1880's to 1982, transporting limestone destined for steel mills in Pittsburgh and Johnstown, a president of the United States, coal, building products, and hundreds of Pennsylvania State University students. This book includes exceptional detail not usually found in a shortline history. We read about the limestone industry, the growth of a great university, and the people who ran this charming railroad. The book examines the financial and operational difficulties of dealing with the Pennsylvania Railroad, the boom-and-bust nature of the iron and steel business, and the personalities who presided over the company.—*Wayne Laepple*

Rails To Penn State. By Michael Bezilla and Jack Rudnicki. Stackpole Books, 5067 Ritter Road, Mechanicsburg, PA 17055; 9 x 6 in.; 310 pages; \$29.95.

Through the 1950's, Roy Campbell compiled a collection of his own black-and-white photos as well as those from a variety of photographers. This book draws 169 photos from that collection, focusing on Chicago commuter operations. Images show action on the Chicago & Western Indiana; C&NW; Burlington; Milwaukee; Rock Island; Wabash; and Soo Line. Most photos date from the 1920's and '30's, and many show branches not served in the diesel era. Fans of early Chicago railroading will enjoy this glimpse into the steam era.—*Jeff Wilson*

Chicago's Steam Suburbans, edited by Thomas E. Burg. Merrill Publishing Associates, P.O. Box 51, Merrill, WI 54452; www.merrillpublishingassociates.com; 8½ x 11 in.; softcover; 104 pages; \$29.95.

Chicago's Steam Suburbans



THE TRAIN OF TOMORROW



This well-illustrated, in-depth study examines the General Motors *Train of Tomorrow*, which toured the country during 1947-49. Powered by an EMD E7 with four state-of-the-art cars built by Pullman-Standard, the train was designed to promote passenger train travel. The book includes nearly 200 images, including interior and exterior builder's photos, views of the train on tour, and shots taken after the train was sold to the Union Pacific. Drawings of each car are also included, and one chapter provides details of the 50-foot model of the train built before the real train headed on tour. The detailed text describes the train's development, construction, and history through UP service, and also includes a diary of the train during its tour.—J.W.

The Train of Tomorrow, by Ric Morgan. Indiana University Press, Bloomington, Ind.; iupress.indiana.edu; (800) 842-6796; 8½ x 11 in.; hardcover; 212 pages; \$49.95.

Birmingham may bow to Atlanta as the South's commercial and passenger-train hub, but as "the Pittsburgh of the South," Alabama's largest city had more rail variety. Eight Class 1's, plus many industrial pikes, made for an engaging, complex railroad mix. Now two native sons, Marvin Clemons and Lyle Key, have committed the colorful, transitional era to print. Class 1's are covered by chapter, then the industrials and short lines, followed by chapters on Terminal Station, steam revivals (mostly Southern's excursion program), Birmingham Electric's streetcar operations (with rare color from the late Bill Hudson), and a then-and-now reprise. Clemons and Key had plenty of help: local experts Tom Lawson and Ron Mele wrote key sections, Frank Ardery the foreword, and two dozen photographers contributed. Nine pages of maps bolster the 400 photos, of which half are in color.—J.D.I.

Birmingham Rails, The Last Golden Era, by Marvin Clemons and Lyle Key. Red Mountain Press, 412 Balcourt Drive, Birmingham, AL 35206; www.birminghamrails.com; 8½ x 11½ in.; hardcover; 280 pages; \$59.95.



Noted rail author and photographer J. Parker Lamb traces the history of diesel locomotives, from gas-electrics and other diesel precursors through today's six-axle freight haulers. Lamb explains diesel-electric technology from an engineer's standpoint, but makes the fundamentals and ideas understandable to laymen as well. He details the successes of pioneering diesel streamliners and switchers, then explains how GM's Electro-Motive Division became the dominant builder. He examines other builders as well, including Alco, Baldwin, Fairbanks-Morse, Lima-Hamilton, and others. The rise of GE as a major builder and the many improvements and refinements that led to second-generation diesels in the 1960's are covered, along with gas-turbines, diesel-hydraulics, and double-engined diesels. The book closes with a look at the development of A.C. traction and other new technologies. Well-written, illustrated with more than 160 black-and-white photos plus numerous charts and drawings, this a fascinating read—a fine companion to Lamb's *Perfecting the American Steam Locomotive* (Indiana University Press, 2003).—J.W.

Evolution of the American Diesel Locomotive, by J. Parker Lamb. Indiana University Press, Bloomington, Ind.; iupress.indiana.edu; (800) 842-6796; 8½ x 11 in.; hardcover; 186 pages; \$39.95.

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Folks in Fort Worth like their city's "Cowtown" moniker; based on the town's Chisholm Trail cattle-drive heritage, it implies a down-to-earth substance they find lacking in high-falutin' Dallas, 31.5 miles to the east as the Texas & Pacific runs. But in 1931, when T&P built a new Fort Worth terminal complex south of downtown as part of a grade-separation project, it gave the city a building with a cosmopolitan flair. The "TP Depot" was an ornate passenger station with an equally highly decorated office building above it—13 eye-popping stories of the variant of the Art Deco style called "Zigzag Moderne."

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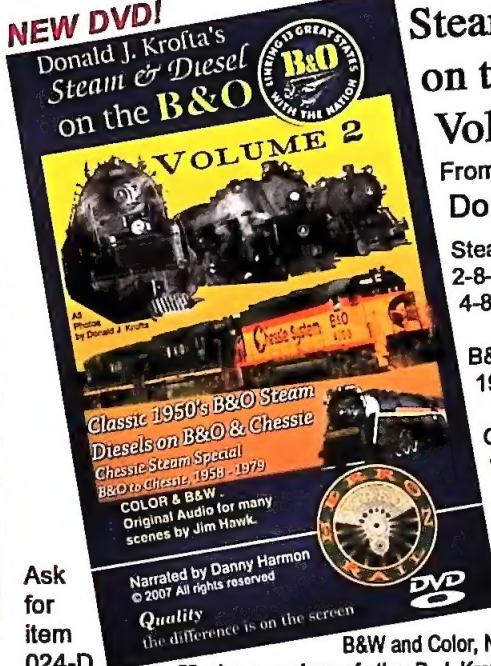
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